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HENRY GIFFORD
JOURNAL (MEMOIR)
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LEONIDAS (SHIP)
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START

GIFFORD,
HENRY F.

recollections
of voyages on
whaling ships

1831-1849

Contents of this book by Capt. Henry F. Gifford

Narrative of cruise of Bark "Uncas" to Pacific Ocean and
return to Woodsville (Woods Hole) 11-8-1831 to 4-6-1835

Narrative of cruise of Bark "Mary Ann" in Atlantic Ocean
from Fairhaven on 7-2-1835 until vessel capsized 8-27-1835.
His experiences after being picked up and finally returning
to Falmouth 5-3-1836.

Narrative of a coastwise voyage of the Schooner "Meridan"
from Woodsville to Chesapeake Bay and return to New Bedford
5-24-1836 to 7-27-1836

Narrative of cruise of Ship "William Penn" to Pacific Ocean
and return to Woodsville 10-8-1836 to 28 May 1841

Capt. Russell Boffish - 370 T. Stephen Wellingham Jr.
1300 bbls sperm 370 bbls whale.

Ship LEONIDAS 1846- 1849

1998.1906

Journal & log in 1 ledger

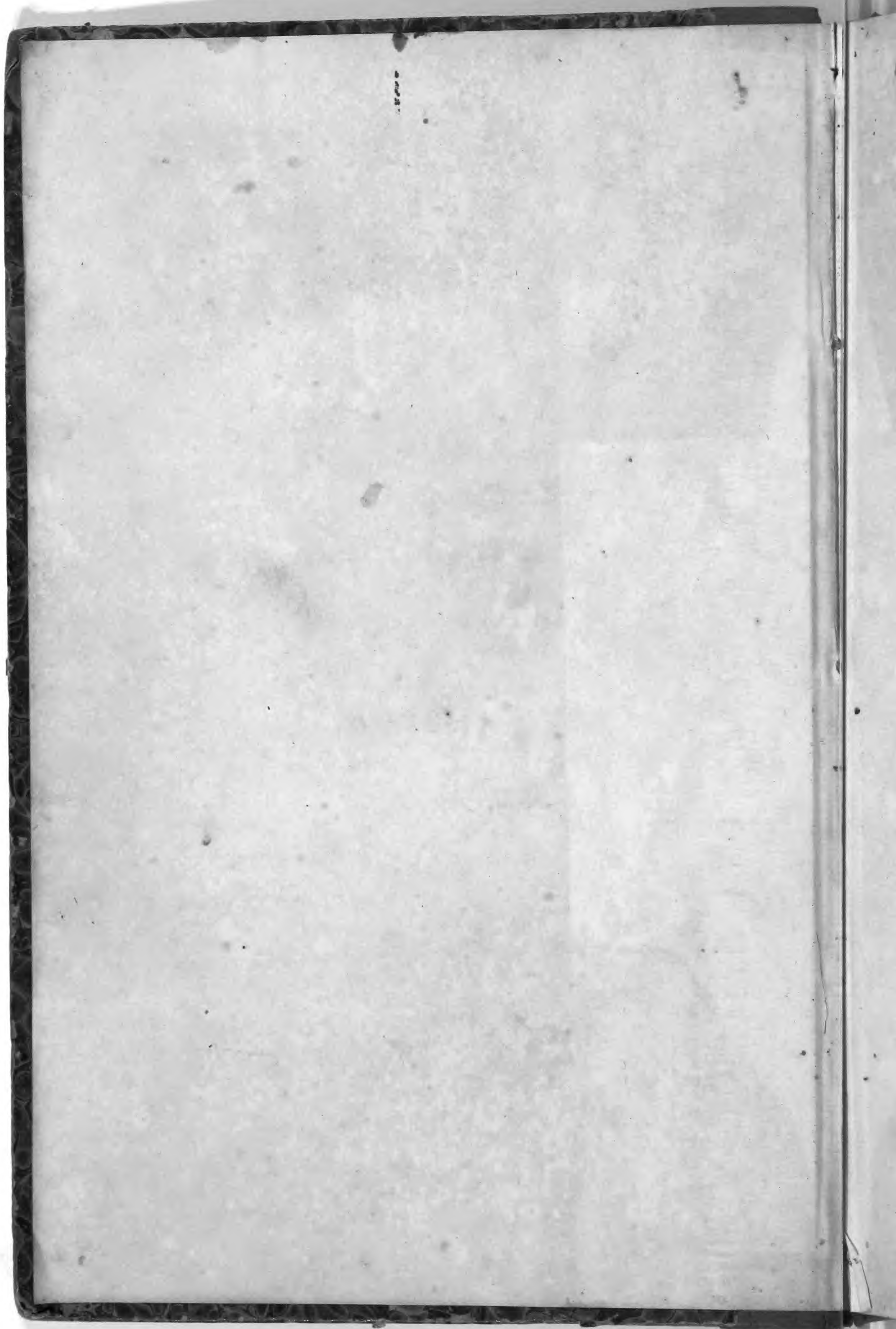
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Gifford's memoirs
Leonidas log

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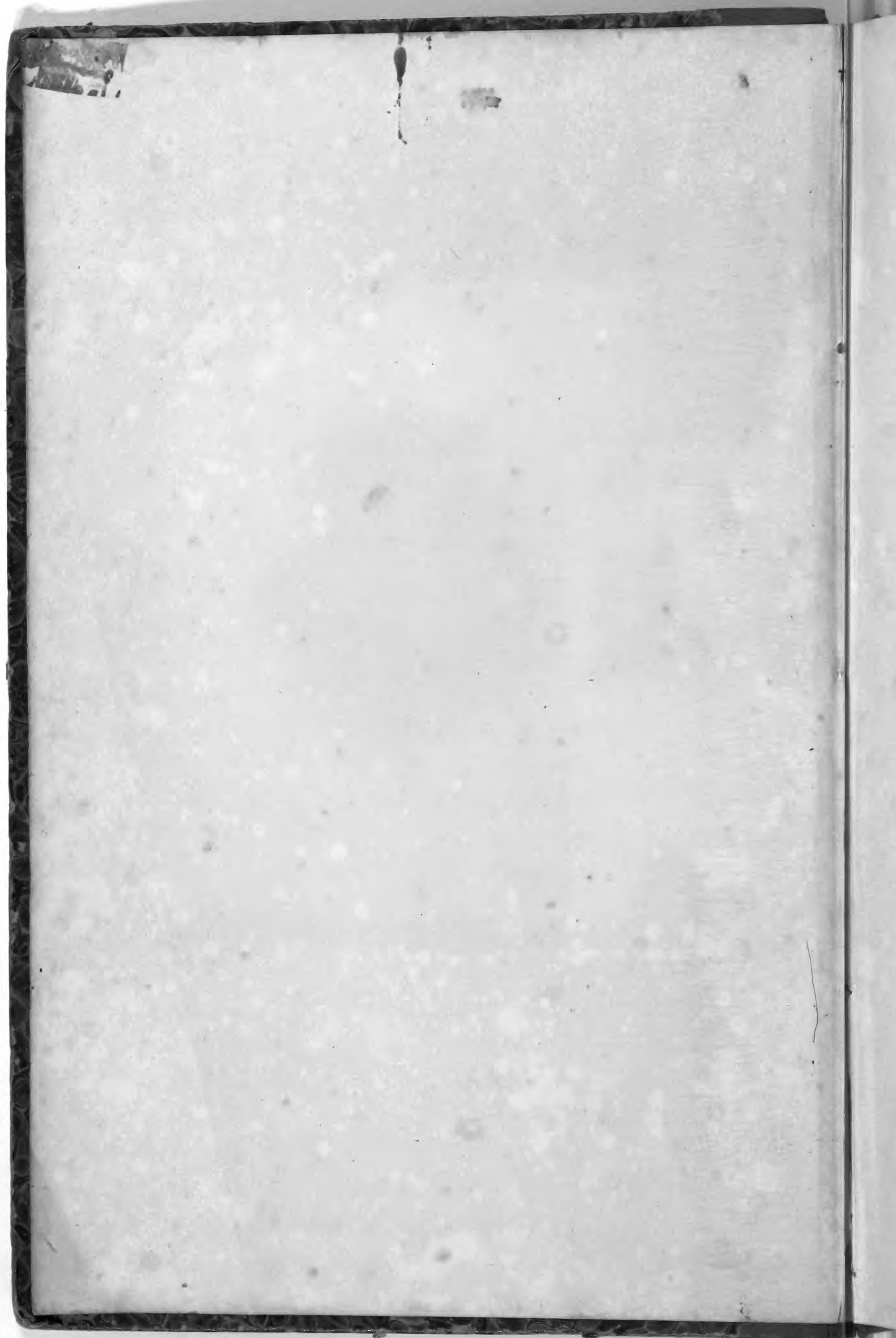
journal

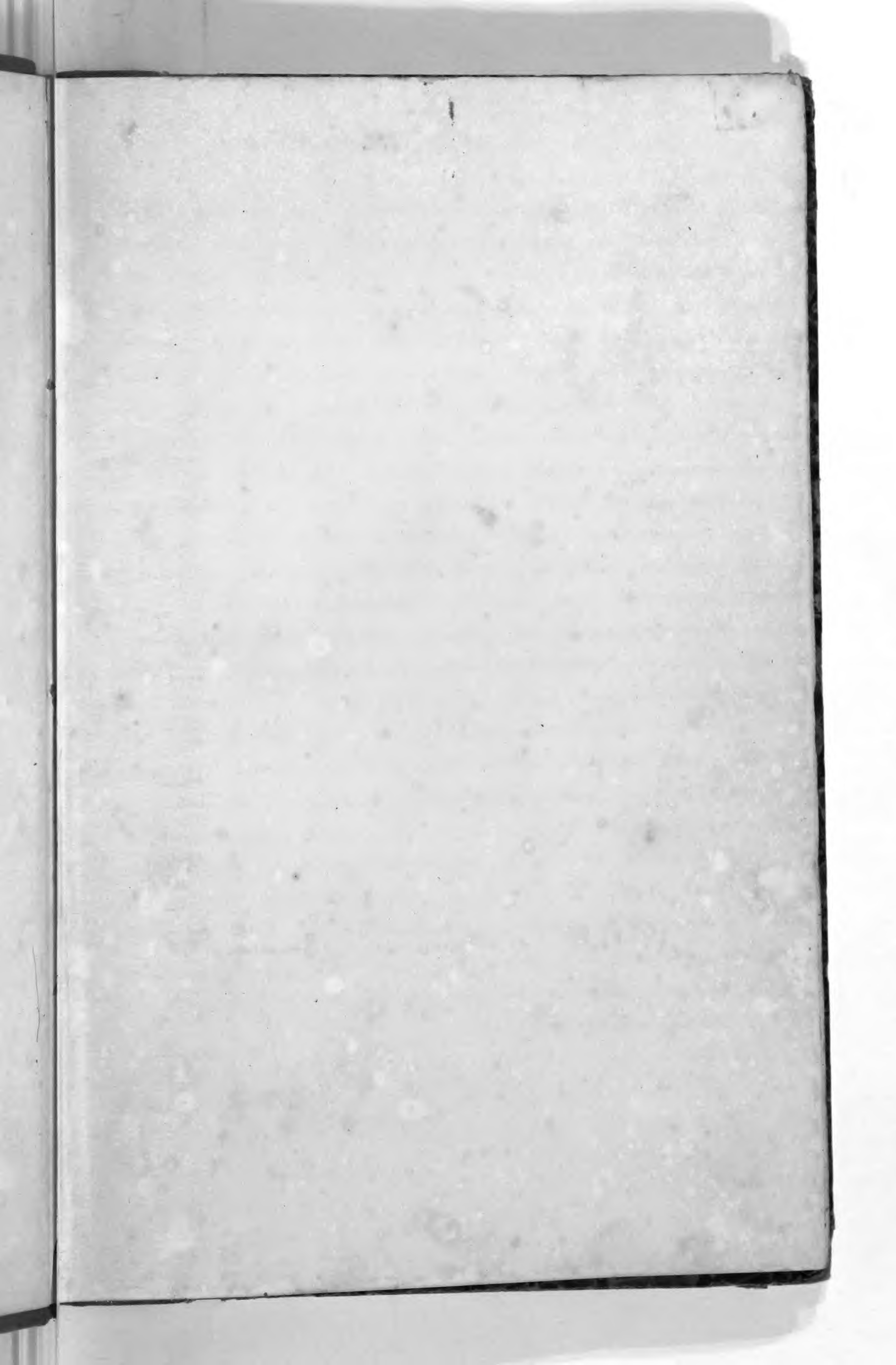


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Introduction to the reader

Having some spare time on hand I know of no better way of spending it than in writing for my own improvement and gratification = my writing will also interest a few friends who take an interest in my welfare and prosperity - some of my writing will be from memory - some from my journals - and some I shall take from books - as I am a seaman by profession there will most probably be some nautical language used - some false grammar - some bad spelling - and in fact a great many defects will be observed by most any reader who may chance to obtain possession of this book - To these readers I would say make no comments if you have the book to read consider it as a favour your good opinion would not better it in mine and your criticisms might give me pain - I write for my own amusement not for the public - some will be wrote ^{when} in a lively pleasant mood and some when serious thoughts occupy my mind - Leaving school and taking to a seafaring life at the early age of thirteen years as I did a person ~~should~~ have the privilege of expressing his thoughts in his own style in a way that he can best understand himself - and so kind reader if you like it, read and laugh as much as you please if you dont, return it and say no more.

Henry M. Gifford

Ship American at Sea
Sept 1862

Introduction

The first part of the book is devoted to a general survey of the history of the subject. It begins with a brief account of the early attempts to understand the nature of the human mind, and then proceeds to a more detailed examination of the various theories which have been advanced from time to time. The second part of the book is devoted to a critical examination of the principal theories. It begins with a discussion of the theory of the faculties, and then proceeds to a discussion of the theory of the association of ideas. The third part of the book is devoted to a discussion of the application of the principles of psychology to the various branches of human knowledge. It begins with a discussion of the application of psychology to the study of the human mind, and then proceeds to a discussion of the application of psychology to the study of the human body, the human soul, and the human society. The fourth part of the book is devoted to a discussion of the application of the principles of psychology to the various branches of human knowledge. It begins with a discussion of the application of psychology to the study of the human mind, and then proceeds to a discussion of the application of psychology to the study of the human body, the human soul, and the human society.

Inclination for a sea faring life

3

During the summer of 1830 the ship *Arwashton* fitted from Woodville on a whaling voyage to the Pacific ocean—in her there sailed five or six youngsters rather older than myself but who went to the same school and played at the same games after school hours with myself this first but the idea in my head to go whaling I was tired of parental restraint weary of school and thought if others could go to sea at 14 years of age why not I— for a long time I pondered the subject in my mind afraid to ask my Fathers consent for fear of chastisement at length I screwed up courage and finding a time when he was in very good humour I popped the question—how should you like for me to go whaling father?—hanging my head as though I was committing some crime—no never! dont you never ask such a question again! was the only answer I got but the ice was broke and I took good care it should not close again scarcely a day passed but I brought the subject up by some indirect way or other and before the next summer I had persuaded myself and by dint of continually talking about it my parents also that I was to go in the next ship from Falmouth— In June or July 1831 the *Uncas* arrived after a very successfull voyage from the Pacific ocean and was to sail on another voyage in November of the same year—in her I determined to go and accordingly began to take a very strong position when talking about it to my friends sometimes I talked about it to one of the owners sometimes to my parents first to one and then to another they all told me I was too small and too young (being but 13) but that would not convince me I knew that I was growing older and larger every day and in 3 years would be as big as anybodys boy of my size and so I told them—at last they gave their consent and O! happy hour I could scarce believe it! farewell school! farewell home! farewell all! I was to be a sailor and go a Cape Horn voyage—and when fairly rigged out in duck trousers—tarpaulin hat with a large belt and sheath knife was ever jack as salt as I. I hardly walked on the ground

Departure on my first voyage

my spirits were so exhilarated — There were going in the same ship 3 more boys from Falmouth about my age and to have seen us all rigged out ship shape would have made a sailor split his sides laughing at us — About the first of October we were ordered to be on hand to fit away the ship accordingly I left school (and a happy day that was to me) and went to Woodsville to work loading the ship in about 6 weeks she was ready for sea with all hands myself included on board with all our dunnage anxious to be off and as joyfull as though we were going on a party of pleasure to return the next day —

Thus I began the life of a sailor at the early age of 13 years full of life and spirits and buoyant with hope caring nothing for the future and less for the past anxious only for the present but the lapse of 10 years have shown me a considerable of the vicissitudes of life and the fallacy of all our worldly hopes and all the dangers and trials to which I have been exposed have I trust been the means of placing my trust on a more solid foundation ^{one} which will not be shaken in the day of trial —

Having lost my journal when shipwrecked that I kept on the first voyage I shall have to write altogether from memory and may perhaps make some mistakes therefore please excuse all errors. ○

On the morning of the 8th of Novr 1831 we got under way from Woodsville and stood to the eastward down towards Falmouth where we lay off and on taking off fresh provisions and vegetables, Mr C C Swift the ships agent stood pilot and the Captain being ashore he had sole charge of the ship, we lay off and on untill about 4 in the afternoon when in the act of going in stays the ship grounded in the mud and stuck fast and all our efforts to move her that day proved fruitless —

Passage out and arrival in the Pacific Ocean

On the morning of the next day (the 9th) we sent all our spare boats ashore and got more men to assist us after working hard until 4 P.M. we succeeded in floating off - made sail and in a few minutes struck again but succeeded in finally getting off and anchoring in 5 fathoms water by dark. The next morning discharged our pilot and took another weighed anchor and stood up sound, that afternoon we came to again in Tarpaulin Cove with both anchors ahead where we lay during the whole of the 11th blowing a smart gale from the S.W. The Richard Mitchell of Nantucket also came too and lay here with us.

November 12th 1831 This morning the wind came round to the Northward and cleared off the weather quite cold both ships got under way and proceeded to sea - that night all hands were called to reef topsails I recollect of turning out and getting as far as the rail when a sudden fit of sea sickness took me and there I stopped, after that all is a blank in my recollection for 2 or 3 weeks when I gradually recovered and performed my duty as usual. We proceeded on our voyage without any material occurrence except the loss of a boat in the Gulf-Stream which was taken off the cranes by a heavy sea made the Island of St Vincent one of the Cape de Verde passed close to Mozgo and Brava without stopping saw Statten Land and finally arrived off Salparaiso. Here we lay off and on a couple of days to procure refreshments and then steamed down the coast.

On the 6th of March 1832 off Callao saw the first sperm whale and took one then ran down the coast into Sechura bay under the lee of point Ajaga where we painted ship and then proceeded offshore cruised there about 4 months then worked in to the Galapagos Islands where we got a few Terapin from Abington and in August we anchored in Paita 9 months from home with 900 bbls of oil.

Close of the voyage

From here we worked up to Callao taking about 200 bls by the way - For the remainder of the voyage we cruised on the offshore and inshore ^{ground} as the seasons came round, terrapined at Lobos and Wooded at Bocas Islands once, recruited at Pumbis Paita and Callao and about the first of Jan'y 1835 anchored in Valcavanan and from there started for home, we had a passage of 87 days and on the 6th of April 1835 hauled alongside the wharf at Woodville having been absent 4 1/2 months wanting 6 days and turned out a cargo of 3000 bls of sperm oil.

This being my first voyage my lay was the 1/200th of all the oil taken which I sold for 78 1/2 cts per gallon and cleared after deducting my outfit and other expenses about 225 dollars. — Upon looking back I find that of the ship's company with whom I sailed on this voyage 4 are now masters of ships including the captain — 2 boatsteers are dead one (a Kanaka) is still a boatsteerer — of the foremast hands 3 are dead 2 are first mates — 4 are second mates — 2 are boatsteers and one is master of a merchant vessel of the remainder they most probably gave up whaling as I have not heard of them since. Thus ends my first voyage to sea.

A cruise in the bark Mary-Ann

On the 9th of July 1835 I sailed from Fairhaven as a boatman in the bark Mary Ann of New Bedford Captn Williams. - Handy found Master bound on a voyage to the Atlantic Ocean for sperm whale. With a fine wind from the S.W. we soon cleared the harbor and shaped our course for the Western Islands where we intended to recruit and get another boat crew. - On the 12th of July we saw whales in great plenty for 3 days in succession but were not able to take any. - The captain now began to complain of being unwell so that he had to keep below nearly the whole time.

On the 9th of August we made Flores and Corvo the most northerly of the Western Isles and cruised between them and Fico for about a week but saw nothing. - then ran in to Fayal where we got a boat crew of Portuguese and some fresh provisions and then stood out to the S of the island in order to cruise but the captain's disorder gaining on him rapidly we put back again to Fayal. Sent all the Portuguese ashore and on the 14th of August put away for home. Nothing remarkable occurred during the passage until the 12th of Sept when we came very near running on the Mantucket Shoals but cleared them however and on the 14th came to anchor below Palmers Island.

Another cruise in the bark Mary-Ann
 On the 26th of September 1835 having got a new captain (J. Jenny)
 and crew we again sailed from New Bedford for a cruise in
 the Atlantic. In beating down the river we grounded on
 Palmer's Island where we lay for an hour or two but got off
 when the tide rose and proceeded to sea without any farther
 interruption. We had a pleasant passage through the Gulf-
 stream untill the 27th on Sunday (a day ever to be remem-^{bered}
 by me) we had heavy squalls which forced us to double
 reef the topsails. At 1 P.M. it died away calm we then
 turned out all the reefs and set the jib but it still
 continued thick and drizzly. At sunset there was a
 strong breeze from E.N.E. and being apprehensive of foul
 weather during the night took double reef in all the
 topsails furled the jib and got all ready for a blow
 during the first watch the wind increased so as to force
 them to take in the fore topsail at 11 P.M. I came on
 deck and relieved the starboard watch who went below
 and turned in as usual. The wind had capited to
 E.S.E. and was blowing strong the ship heading to the
 Southward. At a quarter past 2 A.M. took a heavy squall
 which carried away some of our tacks and sheets but
 lasted only a few minutes. then came a lull, the rain
 still pouring down incessantly, not a moment was to be
 lost the Foresail was hauled up and the main topsail
 chucked up which was hardly done when the gale came on
 with tenfold fury careening our little bark low in the
 water but she righted again and seemed to defy the gale
 to do its worst. The fore topmast staysail having blown
 to pieces we now set the main Spencer to keep her steady
 but parted the vang a number of times we at last
 got on a preventer vang which answered our purpose very
 well. It was now a quarter before 3 and we judged
 it most prudent to call all hands as the wind
 had increased for the last half hour to a tremendous
 gale while they were turning out I went up with

The Mary Ann is capsized at sea
the larboard watch and furlled the main tohtail. We now
turned our attention to the foresail and while rounding
in the weather brace saw the mast was broke and we
were obliged to leave it as it was too dangerous to venture
on a yard in that condition. It was now blowing a
perfect hurricane and orders were given to haul up the
main Spencer. one of the people cut away the sheet but it
could not be hauled up and we left it.

I now took the helm from a green hand and endeavoured
to get the ship before the wind but having no head sail
she would not pay off. The water now began to pour
in over the lee rail in large quantities when orders were
given to cut away the lee boat but before the order could
be executed she was washed away and immediately after
away went the stern boat. Each one now got in the
weather rigging and prepared for the worst. I stood
holding the wheel with one hand on the weather spanker
vang ready to spring on the outside of the ship. She now
made heavy lurches and began to fill at the hatchways
nearly every movable thing had gone from the deck and
was washing about in the water to leeward of the ship
presenting a dismal sight she made a few heavy rolls
and fell over on her side at the same time I let go the
wheel and sprang up on the weather rail got hold of a
boat-gripe and held myself. hearing cries of distress near
me I looked and saw the cooper an old man of 60 endeavouring
to climb over the rail but was too much exhausted and could
not apparently hold on much longer although this was a
time when every one had as much as they could do to take
care of themselves I could not see a man drown before my eyes
without rendering him assistance though at the risk of my own
life I went and helped him to gain a foothold on the outside
of the bulwarks but before I could regain my hold of the
boat gripe a tremendous sea struck and washed me off
from the hull but being favoured by a kind providence

Loss of the Bark Mary Ann

while struggling in the water expecting every moment to be my last I felt the miszen rigging under my feet which I caught hold of and crawled in to the ship's side where I lashed myself. Our masts and spars were now all washed away and lay in the greatest confusion under the lee of the ship.

We lay in this situation about two hours the harbour boat having rolled in on deck partly stove I got into her and lashed the lantern bag to my back which would have buoyed me up for a short time had I got washed off and remained there until day began to dawn when to my great joy I saw the head of the foremast rising out of the water to leeward which plainly indicated that she was righting. It was still so dark that I could not distinguish objects plainly when I called to those in the main chains to come aft to the boat where the water broke with less violence over the wreck. I supposed there were but six left besides myself but what was my surprise and joy when they all got aft to find but two missing one of them was the cook a native of the Western Islands and the other a seaman named Fairce an Englishman by birth they were in the fore-castle when she capsized and without doubt were there drowned as they were never seen afterwards.

Chapter II

The sun at length arose and shewed us plainly our wretched situation the wind still continued to blow a gale and every sea made a complete breach over us our main and miszen masts were gone the former by the deck and the latter about half way to the top the foremast and bowsprit were still standing the bulwarks and in some places the rail were all stove in and we had about two feet of water on the deck every article even to the try-caboose was washed overboard and as far as the eye could extend to windward the water was covered with fragments of the wreck.

11.
Taken from the wreck by the ship Birmingham

We now set ourselves to work and cleared the wreck of the spars and rigging as well as we were able with our limited means while some were employed in fishing up articles out of the hold which might be of use to us. By 10 A.M. the wind hauled to the westward and abated considerably the sea had also gone down and having done all we could to clear the wreck a part of us went up into the foretop the lee side of which was whole while the remainder rigged a staging over the quarter deck to keep out of the water as much as possible and in this manner we passed the day having saved a small bag of apples and a two gallon jug of spirits on the approach of night they were carefully secured in the foretop.

At sunset we struck a light and set a signal lantern which was taken from a keg with which each boat is supplied for the purpose of making signals in the night when laying by a whale at a distance from the ship and having taken an apple a piece from our bag we prepared to pass away the night as well as we could. How it seemed to us I will leave my readers to judge and if any of them have ever been placed in a similar situation they can form a pretty just idea of the length of that night and of our feelings. At the approach of day every eye was strained looking around the horizon for some friendly sail which might rescue us from our perilous situation nor was it in vain for about sunrise a ship was seen about 12 miles to the windward steering directly for us under a heavy crowd of sail the wind being light she did not get down to us before 8 o'clock she passed within hail hove aback under our lee and sent her boat to our relief we left our old bark with emotions of joy and in a few minutes were safely landed on her deck. She proved to be the ship Birmingham Captain Patterson from New York bound to Liverpool as soon as we were all on board she squared away and we soon lost sight of our ill fated wreck. We were capsized in Lat 58. N and Long 68.30 W and were a little to the Eastward of that ^{when} we were taken up - Thus were 14 of us on board of a strange ship bound to a foreign

Arriving at Liverpool and passage to New-Orleans country with nothing that we could call our own except what we stood in having saved nothing from the wreck.

We were treated with the greatest kindness by captⁿ Patterson and his officers messrs Atkinson and Drumbar to whom I shall always feel myself indebted likewise the passengers of whom there were about 80 or 90 chiefly Irish generously shared with us whatever they could spare. Nothing of importance transpired untill the 9th of October when we fell in with the packet ship Independence captⁿ Nye on her return passage from Liverpool who received captⁿ Jenney and the two mates on board, having a great number of passengers he declined taking more of us for fear of his provisions falling short. We continued on our passage with a favourable breeze and on the 17th arrived at Liverpool late in the evening.

On Monday the 19th captⁿ Patterson reported our case to the American Consul Francis P. Ogden Esqr who supplied us with clothing and sent us to a boarding house in Pool-lane. We now had nothing to do but to look around and endeavor to get a ship some of our crew shipped for wages to different ports and others had to work their passage home, as for myself I stopped untill the 12th of Nov when seeing no chance of shipping for wages and it being then too near winter to think of going on the American coast with the scanty supply of clothes which I had I accepted the offer of captⁿ Welch of the ship Mozart of New-Orleans to work my passage out to that place.

Nothing of any note occurred during our passage except an unusual share of rough and tempestuous weather we made the Balize on the 2^d of Jan^y 1836 took a steamboat alongside and on the 3^d arrived at New Orleans.

The day after our arrival the captⁿ gave me 2 dollars to keep me from present want and I engaged for 20 dollars per month to stay by the ship and do what necessary work there was to be done while laying alongside of the Levee

voyage to the Savannah and return home.

I went to work and with the help of a boy who belonged to the ship unbent the sails unrove the rigging painted spears &c which employed me untill the 13th when being apprehensive of war breaking out with France the ship was laid up and I was discharged.

I stopped ashore in a boarding house untill the 21st then shipped on board of the brig Galen of Portland captⁿ Prince master bound to the Savannah for a cargo of molasses and from there to New York. We arrived in the Savannah on the 27th and anchored under Casta Blanco our cargo not being ready we unbent the sails and moored ship. During the time we lay here waiting for a cargo we had little or nothing to do except to take care of the brig the captⁿ and officers were fine clever men and having a very agreeable crew I took more comfort on board of her than I ever did before in any vessel.

On the 7th of March we commenced taking in molasses which kept us employed untill the 31st when having completed our cargo of sugar and molasses we took up our anchor and on the 2^d of April left the Savannah for New York. On the 18th made the Highlands and anchored in the North river on the 21st when I received my discharge.

On the 1st of May I started for Falmouth and arrived on the 3^d having been absent from home 7 months and 10 days.

Notwithstanding the wreck of the Mary-Ann I lost but little except my time (having got my outfit insured previous to leaving home) and by this means I gained a great deal of knowledge about Seamanship in the different merchant vessels I was in and much general information not to be got on board of a whale ship which has since proved quite useful to me so taking all things into consideration I do not know but that it was for my benefit after all fully proving that "Whatever is is right" although it may not be clearly understood by every one.

A coasting voyage

On the 25th of May 1836 I sailed from Woodsville on a coasting expedition in the schooner *Meridian* of Rochester Peter Norris master bound to Georgetown D.C. and back to Boston. We had a fine run after we got started and were in the lat of Cape Henry on the 27th but owing to the fog did not get into the bay untill the 3rd of June on the 10th entered the mouth of the Potomac and arrived at Georgetown on the 13th On the 16th finished unloading the Plaster and discharged the mate for misconduct. On the 21st having completed our return cargo of Rye and Flour started down river after stopping at various places to get a deck load of wood on the 28th anchored under Sewell Point the next morning got under way and started for Boston made point Judith on the 5th of July and on the 9th hauled alongside of Long wharf.

On the 25th having discharged our freight and taken in another started for New-Bedford and arrived on the 27th having during this cruise been in the following places Georgetown. Washington. Alexandria. Norfolk. Hyannis, and Boston - and most likely this will be the last of my coasting as I do not like it as well as rochaling.

Chapter 3

Reader have you ever been to Woodville? if not go there at once and you will see a great many things not to be seen elsewhere. Stand on the end of the pier and look to the south about five miles from you are the shores of Martha's Vineyard and the chalky cliffs of Gay-Head rising boldly out of the water. numerous towns and villages are seen through the openings of the woods with which the island is covered still growing in all the wild luxuriance of nature. The intervening sound is dotted with the sails of vessels going up and down the south channel while others hold on the northern shore and appear in much bolder outline. A little to your right is the beautiful island of Nantuxon famous for its strawberries and herds of red deer while here and there is seen a farm house and immense droves of sheep partly hidden by the woods with which most of the island is covered. Look to the west there the long low point of land generally known as Bar neck stretches out to the south and forms the great harbor one of the best places on the coast to ride out a gale in it also breaks the view of Buzzards bay but it is so low that the land on the west side of the bay about 16 miles distant is plainly seen over it and New Bedford, Rochester, Mattapoisett, and many other villages are on a clear day distinctly visible.

Between the neck and Nantuxon island is the hole so called which is a passage from Vineyard-sound to Buzzards bay full of rocks with a dangerous and intricate channel. in the hole may be seen numerous fishing boats catching tautog, bass, or bluefish, which have their haunts around the bases of the rocks while a number of coasting vessels are winding their devious way through the channel. the steamboat has just passed through against the tide and is now setting of steam reminding you of a horse panting, and blowing after a hard race.

Ship Penn

To the north is hills which bound the view but are a sight in themselves with their sides in a high state of cultivation and the houses of the proprietors built in the low valleys so as to be secured from the cutting north wind. The shipyard at a hundred yards distance with the blacksmith shop, sail loft, cooperage, candle works, and railway, all bear witness to the industry and enterprise of Cape Cod men, for 15 years ago their places were occupied by barren hills and rocks which have been removed and a thriving village is growing up with fruitful gardens attached to every house. To the east is the main part of the village of Woodville which is mostly hid from your view by the intervening hills around which the road to Falmouth runs and along this road the houses are mostly built.

If after you have seen all this and still say you have not seen enough to pay you for the trouble of coming here take a boat and visit that ship laying in the great harbor if you are a seaman you can tell by her looks that she is fitted for a whaling voyage she is now laying at single anchor sails bent provisions and stores all aboard crew shipped and on board and with her ensign flying at the peak she is now waiting for the wind to haul to the northward in order to proceed on a four years voyage to the Pacific Ocean for a cargo of sperm oil.

She is a beautiful ship with her long narrow varnished waist and numerous ribbands of white which show at a fine contrast with her shining black hull, she is named after the founder of Pennsylvania, William Penn, and has the image of her namesake for a head painted in a style that would indicate vanity in any member of the Quaker congregation — Gentle reader in this ship the next four years of my life is destined to be spent.

Sailing of the ship from home
Chapter 4"

17

It was in the month of September 1836 that I shipped as a boatsteerer for this ship, I had about a month to get ready for a long voyage this together with the care of a younger brother who was to sail with me kept me fully employed untill the ship was fitted and ready for sea, about the first of October if my memory serves me right I loaded a waggon and drove up to Woodsville with my chest and baggage together with my brother in order to get every thing on board before the last day, there was no boat on shore from the ship so I chartered a coaster and loaded her as deep as she could swim leaving just room sufficient for me to sit on the top of my chest and scull alongside - leaving Charles to unload some of the light articles I dove down below to see where I could stow myself and dunnage and was shown into the hull room a place assigned to boatsteerers on board of whalers this was a room about 7 feet by 10 having 6 berths in it - it was quite dark having only one small sky light through the deck which served to render darkness quite visible.

Having examined the premises and found a comfortable berth for myself I went up and finished unloading the boat stowed my things away below took dinner and then went ashore again not intending to join the ship untill there was a prospect of going out of the harbor.

On the 5th of October there being a prospect of a shift of wind I went on board but was disappointed for the wind still continued to the South untill the 8th when it hauled to the N. N. E. and about sunrise we hove up the anchor and stood out. Before reaching Gay Head the wind left us and there we lay becalmed in the mouth of the Sound this afforded us a fine chance to stow our anchors and chains set up the bowsprit rigging lark up things about deck and a great many other little things which need doing just as a ship leaves port. At 1 P. M. we took a breeze from N. W. and made all sail steering to the S. S. E.

Ship and ships company
 - during the night the wind hauled to the northward and
 at daylight the next morning nothing was in sight but
 a vast expanse of water bounded by the horizon.

For the first three days we had a fine wind from the
 N and E which set us nearly through the Gulf-stream
 and while we are steaming off with a free wind and
 all sail out I will take the opportunity of stating some
 things which will have to be known in order to understand
 the subsequent pages - I may here remark that during
 this voyage I kept a journal which I now have by me
 to refer to, therefore I shall be more copious and explicit
 in my remarks than I have been heretofore.

Our ship was about 350 tons burthen, built of pine,
 manned 4 boats, a tolerable good sailer and when in
 proper trim an excellent sea boat, this was her second
 voyage to the Pacific, on the former she had been sadly
 neglected owing to the mismanagement of the captain
 and officers and was in a very bad condition
 when we sailed which occasioned us a great deal
 of trouble which might have been saved had she
 been properly attended to in time.

Her company consisted of 27 men whose names are
 Russell I Bodfish master, Edwin Baldwin first mate,
 Edwin Hatch 2, and Robinson Hatch 3, Seth Snow,
 John J. Manandes and myself boatsteers, John A. Manly
 cooper, John Blinn carpenter, Jeremiah Lord blacksmith,
 Lamore, Harris, Wilson, Foster, Hughes, Harrison,
 Dixon, Abick, Stuckey, Lins, Bailey, Parks, Cook,
 Charles and Gideon Seaman or rather green hands,
 John Lansing cook and Tom Gage steward. This was
 not a complement for a 4 boat ship but we intended
 to ship more men at the first port the ship stopped at.
 The captain first and second mates were professed
 christians of the methodist persuasion anxious for
 the salvation of their souls and feelingly alive to

Put away for Rio on account of sickness
the welfare of their fellow men. The rules and regulations
of the ship were duly expounded by the master from the
capstan head they were simple and to the point, no swearing
quarrelling or obscene language was allowed, working on the
Sabbath was strictly prohibited, washing and mending
which is usually done by sailors on that day was here
to be done on the preceding Saturday which was
entirely adapted to their use as far as practicable and
every Sabbath evening a religious meeting was held in the
cabin by the captain to which all hands were required
to attend, these I thought were excellent regulations. to
sail under and I looked forward to a pleasant and
successful voyage - how much I was disappointed
time will show.

October 17. For the last two days the captain has been very
unwell and to day we tacked ship for the purpose of going
home but the next morning being much better he
determined to proceed on the voyage, for the next
3 weeks the wind was ahead most of the time and we
made very little progress untill the 26th of Nov when we
took the N E trades in Lat 25° N Long 23° W which set us
along at a fine rate and made some amends for our
former bad weather, the course was S E and S S E and
the wind favoured us.

Decr 10th crossed the line in Long 26° W, our course was
now S W, all hands began to fit ship for Cape Horn.
we saw several shoals of Blackfish but could not take
any they being very shy about here.

Decr 25th made the Island of Trinidad in Lat 20° 28' S
Long 29° 5' W and Martin bas rock in Lat 20° 31' S
Long 28° 38' W. They are nothing but barren rocks without
any appearance of vegetation, here we had fine pleasant
weather which we improved by fitting and tarring rigging
sheathing decks and getting all ready for whaling, we
continued steering to the S and W having lost the trades.

Rio de Janeiro
Chapter 5

Decr 27th Captain Bodfish who never had enjoyed good health now began to feel very unwell and this afternoon put away for Rio that being the best place to obtain medical aid on the coast, and on Monday Jan'y 2nd 1857 sea account we made the promontory of Cape Rio which lies in lat 23° 19' long 42° 3' ^W About 90 miles to the northward of the entrance of Rio where on the 3rd we came to anchor in 17 fms water opposite the fort of Villagagmon.

The next day we carried the captain ashore to the Physician and while he is recovering his health I will endeavor to give a description of Rio, its harbor, and general appearance.

The entrance to the harbor is one of the finest sights that ever meets the eye of the seaman, on the right is a white sandy beach stretching in a long curve nearly to Cape Rio behind this is a narrow space of low land covered with grass backed by abrupt hills and mountains of varied and beautiful outline the centre of the sweep rising much above the rest and forming a kind of crown to all around the whole still covered with grass and woods in all the wild luxuriance of nature.

As you advance you will see Round and Flat islands well covered with grass on one of which is the light-house which you may pass within gunshot of.

A little farther to the N is the Marica Isles with rocky bases enveloped by thick shrubbery and brushwood which may be passed with safety at the distance of half a mile.

After passing these the harbor appears like a narrow opening in a huge ledge of rocks which line this part of the coast the passage may be known by the fortress Santa Cruz which is on the right side built on a solid rock of Granite with its floating banner displayed on the top. you must pass within hail of this fort in order to answer any questions that may be asked and you will find within a ships length of the rock water

Rio de Janeiro

Sufficient for a ship of the line, after passing this little strait the Bay increases to the width of 3 or 4 leagues sprinkled with small Islands clothed in perpetual green, on some of which are delightful little hamlets while others contain elegant country seats belonging to the nobility and gentry of Rio.

As you advance new objects of interest demand attention and admiration, among the first is the magnificent pyramid of the Sugar-Loaf on the left and on a solid rock of granite to the right is the fortress Santa-Cruz before mentioned.

From these points on either side the shores of the Bay lined at the water's edge with the cottages and hamlets of the fisherman sweep widely round while behind hills covered with wood and clothed with the richest cultivation sprinkled with farm houses and villas and crowned with churches and monasteries all in the purest white rise abruptly on every side for 2 or 3 miles inland where they terminate in mountains of the boldest and most varied beauty.

About 3 miles from the entrance the castellated Island of Billagaggon rises from the water from which a tower or spire here and there with a forest of shipmasts adjoining designates the locality of the city. The Sugar Loaf before named is a striking and imposing object a gigantic rock a thousand feet high shaped as its name indicated but inclining over its base to the south at an angle equal to the falling tower of Pisa. It is entirely naked except a few tufts of moss and bushes in some of the crevices at the sides and on the top. To look at it it seems inaccessible on every side it is said however that some time ago a British officer succeeded in gaining the top and hoisting the flag of his nation, but the story adds that he perished in his descent or met his fate by the hand of an assassin employed for the purpose and thus reward him for his audacity in planting the standard of Britain over the capital of Brazil.

Rio de Janeiro

A party of Austrian officers who accompanied the Archduchess Leopoldina to Rio on her marriage with the Emperor accomplished a similar feat, and an American also is said to have left the stripes and stars waving from its summit. A report probably as well founded as either of the former for where boldness and intrepidity are requisite our country men are seldom left behind.

Chapter 6

The distance from the Sugar Loaf to the city in a straight line is about 5 miles but the shores on either side sweep from the channel into several bays making the route by them much more circuitous. At the city the bay is 3 miles wide the opposite shore on the north is called Praya Grande where there is a very neat and handsome village, where the country is less wild and lofty in its general features but equally rich in the varied beauty of hill and dale, of wood and lawn, of plantation in all the luxuriance of artificial improvement and mountain forest standing undisturbed for ages by the inroads of civilization.

The country for a great distance round is peculiarly beautiful the mountains being high and woody and the valleys perfect gardens - the most delicious fruits are found here in great abundance particularly oranges, one tree often exhibits at the same time the blossom, the fruit just formed, and the same in all its various stages of advancement to full and perfect ripeness. The Pine apple is also here in great perfection. In the neighbourhood are several botanic gardens belonging principally to merchants and private individuals and containing many rare and valuable plants not to be met with in our country.

On Thursday the 5th accompanied by Mr. D. Hatch and Hanby I prepared to visit the city. The landing is on an inclined plane of massive granite which leads from a fine mole of the same material to the water and affords a permanent footing in stepping from the boat at any state of the tide.

The mole with a large fountain in the centre forms the front of a large unenclosed square and from the view of the bay and shipping it presents is a favourite promenade for the citizens in the cool of the evening.

The palace occupies two of the remaining sides of the square and a row of private dwellings and shops constitutes the fourth. The market which is near is very well supplied but that and all the streets seem to be the abode of filthiness as is usual in all Portuguese and Spanish sea ports, except a few about the square before mentioned which are kept tolerably clean. Gold Street is the most attractive being the general resort of strangers whose object is to procure jewelry and precious stones the natural product of the country.

The houses are well built generally of stone and two stories high having a little balcony before the windows and a lattice of wood before the balcony after the fashion of the Spaniards. The entrance is through a high open court which is used for a coach house roughly plastered and paved with round stones with a wooden bench for servants and you must make your way through the various equipages to more dignified apartments. It seems very much like going into the back door of one's house.

This appropriation of the ground floor in front is said to have its origin in the ostentation of the Portuguese and a desire to exhibit all they possess which from my own observation I should judge to be correct. In general they appear exceedingly pompous.

Having rambled about the city for some time and seen all that is accessible to strangers of our sort — — —

Rio de Janeiro

we bent our steps towards a convent situated on a high hill a little out from the city which we had often admired from our anchorage. On our way thither we passed numerous gangs of slaves chained together by the legs who were employed in carrying water to the public prison where I understood were convicts sentenced to hard labor for their crimes. Their appearance was truly wretched and I thought with pleasure of my own native land where all men are free and equal.

After an hour's walk we gained the hill on which stood the convent nearly exhausted with our long walk beneath the rays of a vertical sun.

As I never had an opportunity of seeing a building of this kind before it was an object of some curiosity. The windows were all defended by a close grating of iron from which projected some hundreds of long spikes sharpened to a point so as effectually to debar any one from entering the building except by the door. It forcibly reminded me of the old Spanish tales and romances that I had read and giving a little scope to my imagination I more than once fancied I could see a pair pair of eyes peeping from behind the gratings. We asked a man who was passing what this building was intended for - to put disobedient daughters in answered he and ^{do} they put the disobedient sons in too continued I O no, replied he laughing they put them in the calaboose.

From our elevated situation the prospect was beautiful beyond description. The city lay as a map beneath our feet while the several hills within its precincts rise around in all their verdure seemingly within call. The view of the bay too with all its shipping and of the sea and islets beyond the sugar loaf is full and unobstructed and exceedingly fine.

Rio de Janeiro

Night, now coming on after partaking of some fruit and refreshment we wended our way down to the mole and returned on board very well satisfied with our days cruise.

Chapter 7th

I had no opportunity of going ashore again but from another source I ascertained the population of Rio to be about 100,000 two thirds of which are slaves by whom all the labor is performed. It is almost impossible for a reflecting mind to view this city and surrounding country without being forcibly struck with the contrast which must necessarily present itself - on the one hand he may contemplate an imperial court unrivalled in luxury. On the other Slavery in its most horrid and appalling forms of cruelty and suffering. Nobility and gentry dosing away their listless lives in indolent supineness. Slaves bowed to the earth by excessive labor beneath a tropical sun. Yet it is said they are treated with more kindness than in most slave holding countries.

The catholic religion affords them the relief of a great number of holidays besides Sundays and they seem contented if not happy. But in the eyes of a stranger their number is fearfully great and were I an inhabitant of that city there would be times at least when I should tremble in fear of witnessing another tragedy like that of St Domingo. As a safeguard to such a catastrophe the whites and free blacks are allowed to intermarry and the latter are in many respects equal to the former. So that it is no uncommon thing to see a high officer in the army or a priest of as jet a skin and as pure African blood as any in the country. Still there is ample room for apprehension on this point and to dread eventually some fearful retribution at the hands of the afflicted and oppressed.

Character of the officers.

On the 11th of Jan'y 1837 Captain Bodfish, having nearly recovered his health we took our anchor and bid adieu to this delightful bay and harbor steering to the southward - on the 15th took a small blackfish which proved a very seasonable supply as our oil was nearly out. Nothing occurred worthy of note, we had fair winds from the northward and our course was about S.W. by W. And now as we are going off with a fine breeze I will yaw a little from my course and give a description of the captain and officers with whom it was my lot to sail with during this voyage.

First in rank is the Captain Russell P. Bodfish a short dark complected man looking very much like a Portuguese with a very sinister eye of his own, he professes to be a Christian but is in reality a great bigot and has a perfect Indian's temper, let him once take a dislike to a man and fears with hardly eradicate it. His place is on the weather side of the quarter deck. That young looking man to leeward is the mate Mr Edwin Baldwin a kind of protege of the captain having been with him 2 voyages previous to this and in the eyes of the captain he can do no wrong but in the ideas of other people he appears rather inexperienced for a chief officer he never stops to think but pushes headlong making much haste but little speed. He is determined to have the name of being a smart fellow.

In the waist is the 2^d mate Mr E. Hated a young man who thinks himself a very smart personage but no one else has found it out, he is a good whaler-man and a tolerable good seaman - but is of a very jealous disposition and feels very much afraid of compromising his dignity upon which he sets a great value - this peculiarity make him a very disagreeable character to all on board.

Character of the officers and boatsteers

Walking alongside of him is the 3^d mate Mr F Hatch an old grey haired man who has followed the sea nearly all of his lifetime and been master of a number of coasting vessels but having contracted a habit of drinking he gradually lost the confidence of his owners and at last after helping to build a ship at Woodville he performed a voyage as boatsteerer in her and is now on his 2^d cruise to the Pacific. He is a perfect seaman knows every indication of a squall or storm; always sleeps with one eye open and has become a sober steady man, but having been most of his time in coasting vessels where gash is good as his master he is not quite so much of an officer as could be wished.

Chapter 8th

On the main hatch (the boatsteers quarters deck) are the boatsteers one of them John J Shanandes a young Spaniard from Lumbis who was taken from there by the captain on his last voyage and has always lived with him since, he is a clever fellow and very good-natured although rather small and light for doing a boatsteers duty on board the ship but when in the boat alongside of a whale he is a sure dart which is the greatest requisite for a man in his station. The other is B Snow a hantackman, ignorant, conceited, ugly, and quite deaf, he proves to be quite an uncomfortable shipmate, could a phrenologist examine his cranium he would say all the bumps and organs were exceeding hard. These 2 with myself were all that were shipped as boatsteers at home but the carpenter has since been promoted to that office, he is a wild green Connecticut man who came whaling for no particular reason only because he took a notion to like the rest of his countrymen who reside in that state - of Nations

Character of the officers and boatsteers
 The cooper of A Shanty is there also and is a
 kind of boatsteerer when an odd one is wanting
 but for the most of the voyage he acted as shipkeeper
 he is from Little-Compton H.I. just married and now
 on his second voyage, he was born and bred on a
 farm and intends to go on one again when he gets
 home, he will do most any thing for money and is
 the most saving person I ever met with the bump
 of acquisition is very largely developed on his cranium
 and he is what might be called by an attentive
 observer a little soft about some things.
 These are what may be called the cabin gang taking
 their meals in the cabin and passing up and down
 by the cabin gangway whereas in some ships the
 boatsteerers live in the stowage and have their
 eatings the same as the people. As regards the
 crew I shall describe them as their names occur
 in the course of this narrative some of them lived
 in the Forecastle and the remainder in the stowage
 when the voyage is about half up the Forecastle
 is made larger and all hands removed forward
 which makes more room between decks.
 Our steward when we left home was a small
 Spanish boy Thomas Sage who proved to be good for
 nothing in what capacity although a smart lad while
 before the mast he was therefore sent forward and the
 doctor John Lansing installed in his place taking
 George Black a young negro for cook which proved a
 very good change for all on board as the doctor was
 an old experienced steward and understood his
 business well.

Jan'y 25th in lat 44° 9' long 26° 50' W took in the boats and
 sent down the light spars from aloft bent the staysails
 and got everything prepared for Cape Horn gales
 which we may expect very soon.

A man overboard off Cape Horn,

"July 7" going off about 7 1/2 knots with a free wind today a shoal of porpoises came playing under the bows and not having had any fresh for some time, John took an iron and went out on the main gate to strike one while I stood ready on the bowsprit-cap to haul him up we had not been there many seconds when the ship gave a heavy plunge sinking the bows all under water which washed John away in an instant almost every one was below at the time it being just after dinner and no one but myself saw it. I jumped in gave one shout on the Fore castle 'a man overboard' and ran for the lee quarter boat taking out my knife by the way with which I cut boat gripe, gig tackle, and every thing else in the way, in the mean time the wheel was put hard down and the ship came aback so that we dropped the boat and soon picked him up - he had held on to the iron for a short time and towed alongside but finding his strength would soon fail him in that way he let go and lay on the surface of the water until we got to him - it was well for him that he was a good swimmer as the weather was cold and the water shilly and he was also encumbered by his monkey jacket which tended to sink him in the water, as it was he was about going for the last time when the 3^d mate caught him and hauled him into the boat. I afterwards heard him tell how many men he had hauled out of the water in the same way and thought it not much to his credit to stand in the head of a boat while only 3 men were pulling for a drowning person but it was most probably beneath his dignity to take an oar for such a purpose.

"July 8" in Lat 57° S and Long 67° W it is 4 months today since the ship left Woodville harbor and we are exactly off the point of Cape Horn with a fine wind from the Eward,

Duty of the master and officers Chapter 9.

As we shall soon be on whaling ground I will occupy a chapter or 2 in describing the Ship, Whales, Boats, Craft, &c for the better understanding of the Land-man who may have an opportunity of perusing these pages - The ship is well fitted and provided with every necessary article for the support of 30 men during the space of 12 months - On board of her the captain is sole Lord and master, his word is law and all must obey, in that respect he has more power than the King of England or the Presidents of the United States for they cannot tie a man up and flog him or put him in irons at their will and pleasure but he can - If he is ill tempered or tyrannical his crew will find hard times and on the contrary he can make a ship as pleasant as home if he is so minded, His orders are generally delivered to the crew by the mate or some of the other officers who see that they are executed in a proper manner: unless on some extraordinary occasions when he commands himself such as tacking ship reefing topsails or the like and even then he is under no obligation to do any thing more than to tell the mate what he wishes to have done - In whaling the master always ought to be on board the ship to look out for the whales and boats, to make proper signals to those in the boats informing them where the whales are, how they are going, &c and to render prompt assistance to stricken boats - In some ships however the master always goes in his boat leaving the ship in the care of 3 or 4 of the crew with one of the most experienced to give the necessary orders and in fact to have command while the master and officers are absent.

Duty of the officers

Next in rank is the chief or first mate who has apparently more authority than the master as by his orders all the labor is performed in detail and by him the people are set to work daily, but he also receives his orders from the captain in the first place as regards all work to be performed on board, except such duties as appertain to the office of mate which the captain never ought to interfere with, for instance, when leaving port the captain orders the mate to secure the anchors on the bow and stow the cables, he may do it in any way or after any fashion he likes provided it is well done and all is secure and the captain has nothing more to say about the matter - yet without the captain's order the mate has no right to touch either cable or anchor even if there is danger of losing them, all that he can do is to inform the captain of their situation - but after they are once secured the mate is responsible for them. The mate also has the care of stowing the ship at home, being on deck and taking an account of all the articles received on board while the 2^d and 3^d mates with the boatsteers are at work stowing away in the hold, he also keeps a regular account of all provisions and stores used on board so as to know at any time how much has been expended and what remains for further use. He also keeps the log-book which is a daily journal of all the transactions on board, the courses steered, and an account of wind and weather. &c, which if properly kept is allowed as valid testimony in any court of justice and is of much importance.

The 2^d and 3^d mates are next in rank and have each charge of a watch, during the day they are expected to receive their orders from the captain or mate who stand no watch, and during the night they have command of the deck and make or take in sail.

Outfit of the Ship

as they think proper — In whaling each mate has charge of a boat and crew and after leaving the ship is captain of his own craft using the best of his judgment to get a whale.

Next are the boatsteerers who are properly speaking neither officers or seamen yet have to do the duty of both they have about the same duty in a whaler as the 2^d mate of a merchant ship, it is expected of them to take the rearing in reefing and the bunt in furling sails, to strike royal masts and yards when required, to wash the decks ~~when required~~ in the morning and to be the first man at mast everything. In the boat their place is in the head to strike the whale and then they take the steering oar and work the boat while the officer in charge kills the whale. If they are so minded they can make themselves officers on board as they have the care of their respective boats while on the cranes, and generally have charge of a watch while on cruising ground, and the crew of a ship will soon respect them if they conduct properly.

The next thing that demands attention is the outfit of a ship, and here I may remark that the liberality with which most whale ships are supplied with provisions and stores would surprise the owners of merchant vessels, take this ship for instance for 6 months cruising she has 120 bbls of flour baked into bread, 100 bbls of dry flour, 200 bbls beef and pork, 2 boxes Javaanna sugar, 60 bushells dried apples, with butter cheese molasses coffee tea corn meal rice and many other small articles such as raisins spice chocolate &c in like proportion. 3 new suits of sails, 2 sets of running rigging, besides all the whaling gear, such as boat oars lines harpoons lances spades hatchets knives and a great variety of other articles too numerous to mention — A cask of bread always stands open for the people to go to when they please, their meat is never weighed in this ship, they have a quart of —

Boats and Boat crew.

Sholasses every week and 2 large puddings or duffs as they are called every day for dinner excepting rice or bean days which occur weekly, occasionally a cheese or keg of butter is given them.

Chapter 10th

Next comes the boats a 4 boat ship carries 3 on the larboard and 1 on the starboard side all ready for lowering at a moments warning, with 2 or 3 spare ones on the beams over the quarter deck. A boat crew consists of 5 men besides the officer in charge who has sole command and directs all her motions, he takes the steering-oar until the whale is struck then goes forward and uses the lance to kill the whale.

Next is the boatsteerer who pulls the harpooner-oar and strikes the whale he is a man who has generally been one voyage before the mast and is looking ahead for a higher station, after striking the whale and taking the sail in he goes to the steering oar, while there he must be obeyed by the boat crew as the officer while hunting a whale becomes so excited that he takes little or no notice of the crew behind him but leaves that to the boatsteerer. The boatsteerer also has the care of the boat while on the cranes, fitting all the craft, coiling the line, and in fact doing every thing that needs doing to a boat while on whaling ground.

The bowman pulls the bow oar and when the whale is going slowly hauls the boat up to her by the line taken in at the side of the boat while the rest of the crew are pulling with the oars which is called bowing the line. The midship oarsman is the heaviest man at the oar and does nothing, but pull except ^{when} the whale is bounding. The outboardman is lighter than the bowman or midshipman, he sits alongside the tub of line and—

Boats and Whales.

has to wet it while running out, also to bend on another when the whale takes the whole out of one boat. The last and lightest is the after oarsman generally one of the smallest boys in the ship, he has to tend the boat-sail-sheet, stick the line overboard, look out for the steering-oar, and before the boat lowers to see that a keg of water and bag of bread are placed in there.

The equipments of a boat are a set of oars and paddles, one two or three sails, 3 lances, 6 iron, a tub of line, a lantern with candles and fire works, in a keg lashed up under the sternsheet, a knife hatchet spade boathook keg of water ~~bag of bread~~ bag of bread trumpet compass and a signal board, with 3 or 4 short-warps which are pieces of line about 5 fathoms in length to bend the 2 iron with. The tub of line stands between the 2 after thwart the end of which is taken aft round the loggerhead then forward through the middle of the boat to the chocks, and 6 or 8 fathoms coiled in the bow of the boat after which the end is fastened to the iron and all is ready for starting out when alongside of the whale.

I shall not attempt to describe a whale as no description can be given that will enable a landsman to form a correct idea of a whales appearance, but will merely state the different kinds and by what peculiarities they are known to the whalers.

The most valuable and those which we are in pursuit of are the sperm-whale, he is known at a distance by his spout which comes from the end of his head and is low white and bushy he throws it out at an angle of 45 degrees ahead of him spouting at very regular intervals and laying on the surface of the water longer than any other whale, a large whale will stay under water from 45 to 70 minutes and on the surface from 10 to 20.

They are very regular in their motions seldom altering their course from the time they are first seen until they are struck or galled. When they have not been disturbed they will go down and stay exactly the same length of time for 8 or 10 risings in succession so that a person having a watch aloft can tell within a minute when he will break water. This regularity easily distinguishes them from all others and an experienced whaler can after seeing 2 or 3 spouts tell one of this kind from any other. Besides which they have a hump which may be seen at the distance of a mile or more on a smooth day.

They have a jaw in which are set from 20 to 50 teeth with which they catch squid, which is their proper food. All the different species of whales have their flukes or tail in a horizontal position differing in that respect from all kinds of fish. The bulls of the sperm species grow to the largest size sometimes making 120 or 130 blks, but the general average of large whales are from 70 to 100 blks, while a cow seldom makes over 20.

The cows are always found in shoals with one or two large bulls who when they meet often have furious battles. The large bulls are mostly seen alone or in small pods widely scattered, while the young bulls often go together in large shoals. When a whale is struck if there are more in sight they all appear to know it instantly although many miles apart, what method of communication they have is unknown but it is most probably done by sound as their sense of hearing is remarkably acute. In former times when a whale was struck out of a shoal all the rest would gather round the wounded one, affording a fine chance for the other boats to fasten, but now they have become so shy that when one is struck the rest all start off at full speed and it is only by following them for some miles that another can be caught.

Right whales

Chapter 11th.

The next species most sought for by whalers is the right whale which are never found in warm climates, they are known by their spout which is thrown up in a high double perpendicular jet, their spout holes are in the after part of the head at some distance from the nose end and being nearer the lungs the spout is thrown up with more force than from a sperm whale and is accompanied with a noise resembling the roaring of bulls which may be heard at the distance of 2 miles in a high latitude where the air is ~~condensed~~ ^{condensed} to a greater degree than in warmer climates. They have neither hump nor jaw but are provided with the whale bone which we see in common use, for the purpose of obtaining their food which is small animalcule called brith by the whalers, which is first scooped into their capacious mouths capable of holding many barrels and then the water is strained off through this bone leaving the food all ready for swallowing.

In this species the cows grow the largest oftentimes making from 200 to 250 bbls while the bulls will make about half that quantity. — Their oil and bone together are about $\frac{1}{2}$ the value of sperm oil but a cargo of right whale is taken in $\frac{1}{3}$ of the time employed on a sperm whale voyage which renders it a very profitable business.

The other kinds of whales such as hump-backs fin-backs sulpher-bellies and blackfish are seldom molested as they are difficult to catch and yield but a small quantity of oil. Blackfish however are often caught for the purpose of recruiting the ship in the various ports they stop at, they are small seldom making over 2 or 3 bbls apiece and are often mistaken for sperm whales —

Method of taking sperm whales

as their spouts are very near alike and in many respects they partake of the nature of sperm whales having a hump and jaw and feeding on the same kind of food, that is squid. As for grampuses cow fish porpoises and killers they are scarcely looked at unless they come near enough to be caught from the ship which porpoises often do as they like to play under the bows of a ship going quick through the water.

The killer is a mortal enemy to the right-whale which it kills for the purpose of eating the tongue and eyes and they have been known to take a dead whale away from the boats while towing him alongside, sperm whales they seldom molest as they would be a very unequal match for an enemy armed with such a ferocious looking jaw and teeth as the sperm whale is provided with.

To return to the sperm whale which more immediately demands our attention. When one is seen from the mast-head the ship is steered for him until within about a mile. When the boats are lowered and start in pursuit, if it is a smooth day the oars ought not to be used but with the sculls and paddles each one works quietly along to get in his wake as they cannot see either astern or directly ahead and in one of these positions a boat must be before they can approach near enough to strike, after getting up alongside the boatster darts both irons with all his strength and "Stem-all is the cry", the sail is eased off and each one stems with all his might for if the whale should strike with his flukes immediately there would be great danger of getting stove, if it be a bone or large whale another ^{boat} ~~boat~~ ^{tub} ~~tub~~ ^{comes} ~~comes~~ up and strikes as soon as possible and then kill him with the lance, oftentimes when a whale is struck he goes directly down and takes out all the line, in that case another boat bends on the end of hers and takes the whale to her—

Strike the first whale off Cape Horn. Chocks, they seldom take over a line and a half and while the 2^d boat is hauling in the others will be ready to lance the whale when he breaks water. When the whale spouts thick blood he is considered as safe as they cannot live after it, after having his flurry, which is his last dying agonies, he turns up on his side dead. A hole is then cut in his head or flukes through which the line is rove and a signal made for the ship to take him alongside, should she be to leeward the boats take him in tow and on arriving at the ship the fluke rope is put on and the cutting commences, of which a description will be given hereafter.

Chapter 12.

On the 14th of July we were in Lat 59° 15' and Long 78° 45' this was our highest southern latitude during the passage round the Cape, from here we steered to the N.W. as the winds would allow. On the 19th in Lat 52° 30' Long 85° 20' while running off N.W. with a fine wind from E.S.E. saw a large whale from the deck, we immediately hauled our wind and got in readiness to lower for him, there were but 2 boats on the cranes which we put off and then got out another (the Bow Boat) from off the camboose, by the time she was in the water the other boats were mast on and then about ^{half way} from the boats to the ship we roused another large whale, we in the Bow Boat started for this one but the captain hailed and ordered us not to strike as Mr Baldwin was mast on to his whale, so we lay on our oars and let him go. In the mean time Mr B pulled up and struck the one he was nearest to, he took him head and head and got in but one iron, while hauling up to the whale in order to get in the 2^d Mr Hatch the 2^d mate being nearest pulled up to the whale and was about to strike when Mr B says 'dont fasten until

Arrive at Juan Fernandez.

I got my 2^d iron in before that was done, down went the whale drew the iron and made off as fast as possible. Had the other boat struck, in all probability the whale would have been saved, or had the captain allowed our boat to strike the other, we might have got one. This was a poor beginning and did not show the best of management, but it was of a piece with the rest of the voyage.

We continued steering to the N with strong S.W. winds and on the 25th in $45^{\circ}40'$ long 82° saw a shoal of whales just at sunset, rather too late to lower for them, the remainder of this month was employed in sending up the light spars and putting everything in good whaling order.

March 6th took the S.E. trade winds in $34^{\circ}50'$ S and 79° W, and on the same day made the island of Juan Fernandez. we stood along under the lee of the island with as much wind as reefed topsails could be carried to although within a mile of the surf. It was our intention to have laid off and on for a day or two to procure fish and fruit but as the wind was unfavorable for working into the harbor we squared away for Peru.

This island lies in lat $33^{\circ}40'$ S long $78^{\circ}58'$ W bearing N.W. & S from Valparaiso distant 110 leagues, and 90 miles E of Massafuro. It was discovered in 1563 by Juan Fernandez who gave it his own name, it is of a very irregular shape about 10 miles ⁱⁿ length and 5 in breadth, it may be known at a distance by its uneven surface shooting up in many irregular hills, it is not so high as Massafuro which when first seen presents an even surface of elevated table-land. The eastern side is tolerably well cultivated the labor being done by convicts who were sent here by the governors of Chili since the revolution in South-America, there were at one time about 300 of them on the island guarded by 100 regular troops sent from Valparaiso for that purpose, it was then dangerous for merchant ships to lie in the bay at night without having a good armed watch.

Juan Fernandez

— on the lookout towards the village as the convicts had made several attempts to cut out vessels lying at anchor, and in 1831 they succeeded in seizing the brig Annawan captⁿ Palmer and compelled him to land them at Copiapo a small port on the coast of Chile. This island has been so highly spoken of by the early navigators that it has generally been considered as an earthly paradise but when we say that it is a good resting place for ships it receives its full due.

Almost every one has read or heard of De-Foe's interesting romance of Robinson Crusoe a book that has hardly been equalled in popularity since the art of printing was discovered, and one that has had and still has more influence on the minds of youth than ever had the legends of chivalry in Spain or the dramas of Schiller in Germany.

This book took its rise from the journal of a Scotch sailor named Alexander Selkirk who was left on this island in 1704 and remained here for 5 years living in gloomy solitude. Many persons are under the impression that Selkirk was wantonly and arbitrarily left here against his will, such was not the fact, it was his own proposition to remain on this island in preference to continu^{ing} on board the ship under a captain who he thought had ill treated him though he held the office of sailing master on board. The captain whose name was Stradling consented and furnished him with the means of procuring the necessities of life, but when the ship was ready to sail Selkirk's resolution failed and he eagerly desired to be taken on board again, Captain Stradling now thought that it was his turn to be obstinate and refused to receive him.

Take the first whale

41.

— but left him alone on this solitary island far beyond the reach of the sympathies or assistance of his fellow men. well might he exclaim as the last boat left the shore

I never heard a sound so distinct as their parting oars; But I think was not left here to perish by famine there was left with him clothing and bedding, a gun with ammunition, a few books with certain nautical and mathematical instruments and some other trifling implements, The island abounded with fruit vegetables animals and all the necessaries of life then he might say with truth.

'I am monarch of all I survey
My right there is none to dispute

From the centre all round to the sea

I am Lord of the fowl and the brute'

But the subsequent sentiment was doubtless more frequent to his mind

'O Solitude where are thy charms

What sages have seen in thy face

Better dwell in the midst of alarms

Than reign in this horrible place'

For some time after the departure of the ship he found the solitude of his situation scarcely supportable and he became so depressed that he frequently determined to put an end to his own life. According to his own account it was full 18 months before he became completely reconciled to his singular lot when he gradually became calm and finally happy

Chapter 13.

The day after leaving this island which was March 7: 1837. being in lat $33^{\circ}50'$ and long $78^{\circ}30'$ about 2 P.M. we saw a pod of young bulls on the weather bow going to windward, 3 boats were immediately sent off for them and pulled directly to windward in order to get in—

Cutting a whale

- ahead of them when the whales came up they were directly under our lee so we squared away with the sail out and took one head and head striking him as we passed, the other boats soon got fast and by 5 we had him secured alongside of the ship. I will here state that I belonged to the bow boat which was headed by the 3^d mate. Seth steered the waist boat, the carpenter steered the starboard, and John the starboard. The captain did not always lower his boat especially if the whales were at a distance preferring to take the ships chance which often turns out to be the best. This was my first essay at the business of striking whales and you may depend upon it I felt not a little proud of bringing the first whale to the ship.

Next morning at daylight the cutting commenced, a small hole is cut in the blubber into which a boatsteerer puts one of the hooks and then 'tis heave away, having raised the piece the windlass is stopped and the head cut half way through, then heave away again and turn the whale, when the other side is cut off and the head secured to the capstan by a fluke chain, leaving sufficient slack for the head to lay easy under the counter, the blubber on the body is then hove in after which the head is hauled along to the waist both hooks put in and if the head be a large one the case is separated from the junk which is hove in on deck, one end of the case is then hooked on to and hove up so as to hang on end and from 10 to 15 barrels of pure liquid sperm is hauled out by means of a bucket with a rope attached. Small whales have their junk and case all hove up in one piece by which method a considerable oil is saved, the jaw also is taken in which

— yields a barrel or 2 of good oil, and their teeth furnish excellent ivory for scrimshanting, a term used by whalersmen for any mechanical employment on board ship. After the blubber is hove in and deposited in the blubber room it is cut up into horse-pieces. about 2 feet long by one square then pitched up into large tubs and dragged to the mincing horse where with a large 2 handled knife it is sliced up into pieces like the leaves of a book about 1 inch thick leaving the lower part so that the whole piece may hang together, and in this state is pitched into the pots as fast as wanted for boiling, when the oil is all out the scraps are taken out with a large skimmer and used for firing, the oil being bailed into a copper cooler and after running through a stop-cock to the deck-pot is turned up into the casks as hot as possible for the purpose of shrinking them. As fast as one bails off the oil another pikes blubber into the pots and keeps all going together this part of the duty devolves on the 2^d and 3^d mates and boatstewards who take turns in their respective watches by day and night on the camboose cover, it requiring 2 men constantly before the works to tend the pots and keep the fires going. a good set of works will boil out 18 or 20 barrels in a 6 hours watch, when boiling every one has his particular station, thus in the night when but one watch is on deck the officer in charge is aft keeping a general lookout for every thing — 2 boatstewards are before the works tending fires — 2 men are in the blubber room cutting horse-pieces — 2 are mincing — one turns up oil — 2 do the steaming and clear the strainer — and with 2 or 3 deck stewards complete the whole, this I mean to say is the way in well regulated ships, but here confusion reigns and scarcely any one is in his proper place. After the oil is all boiled out it stands on deck for a day or 2 until thoroughly cool, the casks are then —

Steer for the coast of Peru.

- coopered and it is stowed in the hold being run down through a leather hose into the ground tier of casks which were filled with salt-water at home and when required for oil are taken up, the hoops drive solid and then restowed in their respective places after being swabbed out perfectly dry. A cask having a little water remaining in it gives the oil that peculiar bad smell which it has when brought home, when first boiled the oil is as clear and sweet as lard, so that sweet-potatoes, fresh fish, or doughnuts, are often fried in it, and prove quite palatable.

Chapter 12.

On the 11th we finished boiling and that night set 3 watches as is usual on whaling ground which gives the people more time to sleep in the night, and by this arrangement there are more on deck in the daytime when the work is going on, The Land 3 mate and cooper each had charge of a watch. After boiling out our whale (which made about 40 bls) we continued working to the northward steering off before the wind during the day and laying aback under short-sail at night, in the mean time all hands were very busy in fitting ship, coopering provisions, and performing a great many duties which it would be tedious to mention or describe but which are absolutely necessary, the weather was pleasant and our track was for the most part of the time in sight of the Andes which are plainly seen at a great distance from the shore, on our way down we saw plenty of sunfish swordfish grampuses porpoises and blackfish, we took a few of the latter for the purpose of recruiting ship when we go into port.

Cruising off Laita Head

I had by this time formed a pretty good opinion of the characters of captain Bodfish and the officers, as I mentioned before they were religious men and all the way round the Lbom had regular prayer meetings in the cabin, I now found that their religion was something not likely to last long, short words, ugly looks, snaps and snarls, were the order of the day, and when we anchored in Laita in April, so 'twas all gone and in less than 6 months after that the ship was a floating hell, if I may use so strong a term.

In captain B's opinion Mr Baldwin did right, and John did right, and Cooper did right, they were his favorites, as for the rest of us do all we could we got curses not loud but deep for our pains—but to proceed, we worked down the coast as far as 7° and cruised there, on the 2 of April saw a large whale, at 7 A.M. we lowered for him and at 4 P.M. came on board without him, the waist boat had been up alongside of him and did not strike, why I don't know, but I heard afterwards that Seth always swore from the time the ship left Laita that he would miss the first whale he was carried up to out of revenge for a cuffing Mr Baldwin gave him while laying in that port, and I think it a very plausible story knowing as much of his character as I now do.

April 6th Thomas Gage while drawing water over the side slipped overboard and went astern but the wind being light we soon picked him up, I was aloft at the time and seeing him swimming along after the ship remarked that there was no danger in falling overboard if every one could swim as well as Tom, after he got on board I found that he had never known how to swim—

Paita

— but finding himself in the water he obeyed nature's first impulse to strike out and swim as well as he could until the boat was mast up to him when he suddenly recollected that he could not swim, and with that he began to plunge and kick and would soon have gone down if the boat had not picked him up. Had he not forgotten that he was ignorant of the art when he first went overboard most probably he would have been drowned.

April 7th off point Ajuga spoke the ship Alexander Coffin - Congdon master 8 months from Hantucke with 100 bbls, and then squared away for Paita on Sunday the 9th ran into the harbor and took a look at the place and then stood out Capt. B not having made up his mind whether to anchor or not, in the afternoon having concluded to come too bent the cables and stood in again and came to anchor in 10 fms water about a mile from the town, we found here the ship Lady Amherst Capt. Bushell 6 months from London with 330 bbls we are now 6 months out with 20 bbls. ☺

Chapter 15.

Paita was founded by Don Francisco Pizarro in the year 1531 it is a mere village as to size though it was formerly a place of considerable trade, the houses are built of split bamboo and mud covered with flags or long grass and are generally one story high it can boast of one church and chapel dedicated to the virgin Mary - The town is surrounded by a sandy barren soil and depends for water and provisions on the town of Colan which is a small village about

10 miles to the northward on the banks of the river Chucab.

Previous to the revolution which secured to Peru her independance Paita was the general stopping place for passengers from Mexico Panama and Colombia and from hence they would proceed by land to Lima in order to avoid the numerous piratical adventurers who then hovered on the coast as well as the head winds currents &c which rendered a sea voyage to Callao tedious unpleasant and oftentimes dangerous in their small vessels by this means they not only shortened their route to Lima but often saved much valuable property from the grasp of nautical adventurers and from all nautical disasters - This being the only stopping place for vessels from the northward to Callao they were often driven back by adverse winds and currents consequently the town then owed its whole support to the harbor where cargoes of goods sent from Panama were landed together with those coming from Callao.

The inhabitants are principally mallattoes and mestizoes with a very few Spaniards who derive their chief support from the water being constantly employed in fishing in their canoes or catamarans. The town was formerly ^{defended} by a fort surrounded by a brick wall and mounting 8 or 10 pieces of cannon but when I saw it in 1837, not a vestige of the wall was discernable and one old dismounted gun formed the whole armament. It has often been taken and pillaged particularly by the Squadron of Anson in 1741 when it was plundered and burnt under such -

Paitan

- circumstances it is a very poor place for ships to stop at to procure refreshments, wood nor water cannot be got sometimes they can get a few sweet potatoes and fruit, all the fruit that we could find were a few pomegranates sour oranges and cereusas a kind of red plum.

The town was nearly deserted when we arrived in ~~the~~ consequence of the war with Chile all the most wealthy of the inhabitants had removed to Pina a city about 25 miles to the N E taking with them their most valuable effects they being apprehensive of a visit from the Chilean Squadron.

Saint Paita which forms the NW side of this bay lies in Lat $5^{\circ} 1' S$ Long $80^{\circ} 57' W$ The harbor is one of the best on the coast, in entering it there are no dangers in the way giving the shore about a half of a mile berth and when once at anchor we are in a snug harbor which is perfectly safe and sheltered from all winds except from NNW to NNE which never blows here but in very light breezes. The sea breeze commences about 10 A M and blows strong untill sunset when it gradually dies away and during the night it is generally calm with sometimes a light air from the Eastward. The best anchoring ground for ships is in 7 or 8 fathoms water about $\frac{3}{4}$ of a mile from the town.

On Monday the 10th we commenced painting ship and finished the next day about noon in the afternoon I went ashore with the starboard watch on liberty the landing is at an old wooden pier furnished with steps for the accommodation of passengers there are no wharves for unloading.

— vessels but all their cargoes are taken ashore in boats or on catamarans (which are a few logs of the Balca a very light kind of wood lashed together) and landed at the pier or in smooth weather on the beach in front of the custom house. The first object that attracts the attention is the number of pulperias or grog shops the street in front of the water is literally composed of these shops and sailor boarding houses and in fact almost every house in the place displays a table with a few bottles on it in a conspicuous position near the door to attract attention and obtain custom. The streets are paralleled with each other and have narrow alleys connecting them together not a tree shrub or blade of grass is seen in or near the town, it is literally a village in the desert. The market or rather the place where the market is held is an open space in front of the church where in the morning the market women unload their donkeys and display their wares on the ground erecting a small awning to cover their bare heads from the sun which is almost insupportable in the morning before the sea breeze comes in, by 10 A.M. the market is all over and each one load up their donkeys which have been standing near and drive away by all people in the world I should prefer any to trade with before a Spanish market woman they are so dull obstinate and ignorant that it is almost impossible to make a bargain without the aid of some one residing on shore, and I would advise any one going to market to take an interpreter along with him as he will save both his money and temper.

Faita

The place is very dull and lonesome to whalers unless there are 3 or 4 ships laying here the crews of which will make quite a stir when they get ashore on liberty.

Chapter 16:

The next day the other watch went on liberty and in the forenoon a young man came on board to trade Captain B. having brought out a considerable quantity of goods of his own in order to trade at the Islands of the Pacific and with the money thus obtained to purchase recruits for the ship, having shown his goods the man went on shore without purchasing any and reported to the custom house that there were contraband goods on board and in the afternoon a boat from the custom house boarded us and took out a cask of dry goods, 3 crates of crockery, 15 boxes soap, 3 boxes and 2 kegs of tobacco, alleging that they were contraband not being specified on the entering manifest, and that night 17 soldiers were stationed on board who all departed on the next day, Capt. B. had a lawsuit about it but how it ended I never ascertained.

April 15th The ship Eleanor of London 5 months out with 200 bbls touched here and sent in a boat, and on the 20th having completed our recruit such as it was we took our anchor and sailed for Panama Bay. While here we shipped one man named L. W. Mason, there were a plenty of men ashore in want of a ship but Capt. B. for reasons of his own declined

Cruising in Panama Bay

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Shipping more and for the remainder of the voyage we were always short handed which caused a great deal of grumbling and discontent on board.

April 22 Spoke ship Magnolia Shoreland 30 mi from New Bedford 2100 blts, and on the 26th in Long 80 on the line saw a shoal of whales and succeeded in taking 2, one to the larboard and the other to the waist boat, the bow boat struck one but the line getting foul it parted in the shocks and we saw no more of the whale.

We continued cruising about here on the line and a degree or two to the northward of it, most of the time raining constantly attended with thunder and lightning.

May 2 Capt B this morning went forward and told the crew to keep a better watch on deck at night and not go below to sleep in their watch on deck as if ^{he} heard any more complaints he would flog the offender. "You don't flog any body here" says Washington Harris a great tall 6 foot New Yorker "we will see" says the captain taking him by the collar and bringing him aft where he cuffed him a while and then put him in confinement on bread and water where he was kept about 10 days when on a promise of amendment he was again put on duty.

And here I would wish to say a few words in regard to discipline on board of a ship. For a long voyage to be conducted without a strict discipline on board is almost impossible, as soon as people find they can have their own way they will be sure to take it and I think ought not to be blamed, it is well known that any government without a head will

Decimas.

— soon fail as every one will strive to be master this I have seen strikingly illustrated on shipboard, when we first sailed from home Capt. B. professed to be a Christian and says to his officers you must not be too hard on the people but talk to them for their good, they have souls to save and are men as well as ourselves and must be used like men, while lying in Rio several of them came on board intoxicated, no notice was taken of it, in Paita they did the same and some staid ashore 2 or 3 days without leave, no punishment followed and they had got into a notion that the Captain dare not punish them, and when sailors are in that disposition you may be well assured that discipline is ^{at} a low ebb, this Capt. B. found to his sorrow before the expiration of the voyage as we never had a good wholesome discipline while I was in the ship.

Chapter 17

May 4th Spoke ship Stanton Delano 9 mi from Fairhaven 25th Ills, next day saw whales but too far to windward to lower for them and on the 6th the starboard boat succeeded in taking ^{one} from a shoal, for the next 6 days we were working to the northward with almost constant rain. On the 12th made the Island of Gargona which lies in Lat 25° 3' N Long 78° 7' W it is uninhabited and affords nothing but wood and water; it was here that Francisco Pizarro wintered previous to his descent on Peru in the 15th century, we were in sight of this Island for 3 days having a strong current setting to the N.E.

May 19th spoke ship Gideon Howland, Shearman 24 mo from N Bedford 1600 bbls bound for Tecamach to which port we also shaped our course and anchored there on the 25th in company with her and the Robert Edwards, Howland 20 mo from N B 1800 bbls we are now 7 1/2 mo out with 100 bbls.

Tecamach is a small village in the southern part of the republic of Colombia it is in Lat 54° N long 79° 40' W about 9 miles ENE from point Galera the best anchoring ground for ships is about half a mile to the E of a large rock on the W side of the bay which rises very abruptly from the beach 80 or 90 feet above the level of the sea - The best place to procure wood and water is up a small river (near the rock) which is nearly dry at low water - on the beach near the mouth of the river are a few houses where fruit plantains and coconuts can be procured.

The town is on a river about 2 miles to the N of the anchorage where the surf sometimes breaks with great violence, it was here that the captain of the ship Charles of London was drowned his boat having capsized while endeavoring to cross the bar but during the whole of our stay here a loaded boat could pass in safety at any time of tide.

The village of Tecamach contains about 500 inhabitants mostly a mixture of Spanish and Indian blood, the houses are of one story and built upon posts about 10 or 12 feet from the ground, upon the posts is laid a floor of split bamboo and the sides are built up 3 or 4 feet of the same material leaving the upper part next the eaves entirely open for the free circulation of the air, the roof is thatched with a kind of long grass common to the country there is but one door which is entered by means-

Becamas

- of a ladder which is drawn up at night to secure those within from the depredations of wild animals with which the adjacent woods abound. These houses when first seen present a most appallingly appearance to one unaccustomed to them, I could think of nothing to compare them to but the goat-skin umbrellas of Robinson Crusoe as seen in pictures, which they very much resemble in outward appearance.

The soil is very fertile yielding 2 crops in a year but owing to the unsettled state of the country it is not much cultivated at present, we procured a few boatloads of sweet potatoes but they were poor and kept but a short time at sea, we also found Cocoanuts plantains Bananas pine-apples sour oranges limes and lemons in great plenty and very cheap. There was produced formerly an abundance of vanilla balsam achaté copal cocoa sarsaparilla tobacco and indigo although but little can be got at present, considerable quantities of wax are made here and the forest abound with trees of large size suitable for naval and domestic purposes including many rare and valuable kinds of wood. The india rubber tree grows plentifully and the juice serves the inhabitants for torches. Gold dust is also procured from the mountain streams in small quantities.

The inhabitants employ their time mostly in fishing and hunting the forest is literally full of wild hogs and other game of various kinds. Monkeys are here esteemed a delicacy by all classes they are a very large species with long taper fingers and have a very disgusting look to a Yankee.

Secamat.

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Barnjires are very troublesome they will fasten to horses and cattle when they sleep and suck their blood without awakening them the people have to sleep under a screen ~~without us~~ to prevent their intrusions. The fever and ague prevails to a great extent and is almost sure to seize ~~on~~ on any foreigner before he has been ashore a week - Aguaciente is made in considerable quantities and is the common drink of the people but will soon produce sickness when taken freely by foreigners.

Chapter 18

On Friday the 26th commenced watering which is done by whalers in a manner different from any other class of ships, a man of war or merchantman brings their water in the launch but a whaler towes off in one raft 100 bbls or more ~~at~~ at a time, the casks have each of them a strong beckett on each side closely confined by the quarter hoops being drove down over them, through these beckett a long rope is rove on each side of the cask and when a sufficient number is rafted they are towed by the boat to the place of watering, filled and towed alongside in the same manner, The river here is so narrow that a raft can only be taken up at high water, and when the tide is down leaving the casks nearly dry they are filled with buckets, The water in this place is not good when there is a high course of tides as the salt water then flows up to the place where the casks are filled and the clayey bottom becomes impregnated with salt, when the tide falls and leaves the fresh water running

Pacamas

— There is no perceptible saline taste to the water but after being on board the ship a few months it will produce the scurvy. The only remedy for this is to have very small casks in the raft which may be taken up half a mile further where the salt water never comes. —

29th Arrived Ship Francis Christian 12th mo 750 bblt — all hands very busy in taking off water and cutting wood the captain being most of the time up to the town procuring recruits — The business of wooding and watering the ship devolves on the 2^d mate who with the 3^d mate boatsteers and a good gang proceed into the woods and select the best trees as near the water's edge as can be found the wood is cut and split up ashore and then taken off in the boats — This business is very injurious to whale-boats tearing them to pieces much more than whaling in landing on the beach and thumping alongside the ship when loaded deep. The mate is on board with the cooper and a gang breaking out and fitting water casks stowing wood and taking off recruits. By the first of June we had all the wood and water off and sent the harbor watch ashore on liberty at the town, at night 6 of them refused to come off wishing to stay ashore all night, this was taking rather too much liberty but as they did the same thing in Laita and were not punished for it they concluded to do so again. Captn. B got rather angry at this and in the evening went ashore himself and brought them off.

I expected they would certainly have been punished this time for they richly deserved it. but not a word was said and the next liberty day they were sent ashore as usual. The same day arrived ship *Panama* Paine of Sag harbor 21 mo out 3000 bbls, mostly whale oil.

For the next 3 or 4 days each watch was ashore alternately on liberty while those on board were busy in taking off recruits and getting off ready for sea. By Sunday the 1st we had every thing on board and were all ready - while here Thomas Gage the boy who came out as steward deserted and L W Mason the man shipped in Falmouth got into a canoe one morning and was about going when the Captain stopped him, after coming on board he went into the forecabin and fairly dared the Captain to come down there saying he had plenty of unlawful weapons to defend himself with. My blood boiled to see Captⁿ B allow men to insult him in the way they did and he take no notice of it and I inwardly resolved that should it ever be my lot to command a ship the strictest discipline should be commenced from the day she left home and adhered to untill she arrived there again. I am well persuaded that the most of our trouble and ill success on this voyage was for want of a good wholesome discipline, there was too much milk and water altogether. Corn billy and go billy will do very well for a coaster but is not exactly the ~~the~~ thing in a ship on a long voyage.

Leave Pecosmas for a cruise.

I mentioned that some of the men stopped ashore in Paita over night and broke their liberty, among them was Lansing the steward, on his return he was ordered out of the cabin and sent into the galley to cook again and David I Park put in for steward. he was a young lad from Vermont who had been placed in a store by his parents in N York but cutting up some of his tricks and fearing detection he ran away and shipped for a whaler he was a smart active boy and a great rogue, had he been with a strict master he would have made a valuable member of society - but he deserted as will be shown hereafter.

Chapter 19.

June 4th Arrived ship Ocean Parker going out 650 bbls, and on the next day we took our anchor and in co with the Gideon Howland started for a cruise in Panama Bay. On Thursday the 6th the G. H. saw whales and made signals for us. She took one out of the shoal and kept us in chase we lowered for them in the afternoon but to no purpose they were too shy for us. From this time untill the 14th we were cruising off Pecosmas within a degree or two of the land. On that day while washing off the decks early in the morning saw a large shoal of whales close on board, we lowered 4 boats and chased untill 4 P M when we came on board, just before dark saw more to windward put off one boat but did not get near them, after coming on board

Cruising in Panama Bay.

and taking supper a regular quarrel commenced the occasion of which I will endeavor to give the reader some idea of.

In chasing whales to leeward it was Captain B's orders for no boat to sail past the head one, now in lowering 4 boats from the ship the 2 quarter ones which are the Captain's and Mate's must be lowered first for if the other boats should get in the water first they would drift directly under the quarter and prevent the others from lowering, by this means the first boat down will always be the head one and of course the Captain and Mate were always ahead. I mentioned in a former chapter that Mr B was one of the Captain's favorites while Mr D the Mate was about nobody in his estimation, and I really think that Captain Boadish had rather go without a whale than for Mr Hatch to get it, when we lowered to-day the Captain was ahead, the whales were going to leeward and he set his sail and steered on after them, after chasing for an hour or two the Baldwin came within hail and was apparently going past him, "If you go past my boat Mr B I'll spike you" "are the chances for the rest of the voyage?" upon this Mr B eased off his sheet and dropped astern half a mile or more, not long after Mr Hatch in the waist boat came sailing along within hail of him, "why don't you keep astern, what in Hell?" "the rule of jamming along so close," says Mr Baldwin, "there's no Hell about it as I know of" says Mr D, "yes there is keep" "astern out of the way, I'm master of my—"

Cruising in Panama Bay.

— "own boat says Mr. I. and will go where"
 "I like". Some few more words of the same
 tenor passed and they separated. After coming
 on board at night Mr. I. who still
 professed or pretended to be religious concluded
 to relate the affair to the Captain thinking
 thereby to excuse himself and prejudice
 the Captain against Mr. B. poor foolish
 man. you had better complain to the
 main mast, for after he had told his
 story both Captain and Mate turned
 upon him and all the satisfaction he
 got was a blowing up for telling Mr. B.
 that he was master of his own boat.
 He had better have said nothing, he was
 foolish in thinking that Capt. Boesjelt
 would justify him at Mr. Baldwins
 expense, yet it was so all the way ago, Mr.
 B. was always right in the Captains
 opinion and Mr. I. was wrong yet whenever
 the two mates had a quarrel which they
 often did Mr. I. was always foolish enough
 to go to the Captain with a complaint and
 right or wrong the Captain always found
 him in the latter position.

Such a life as we led, Captain and Mates
 continually in hot-water, the crew doing
 just as they pleased, no wonder we did not
 get sick, how could it be otherwise with
 such kind of work on board, but to proceed,
 we cruised about here in long 80 and from
 lat one to four North with a plenty of rain
 and squally weather - On the 26th of June we
 saw the Malpelo rocks which are barren
 and desolate, whales are oftentimes plenty

Cruising in Panama Bay
in their vicinity but we saw none.
About the 6th of July we began to work a little
more to the West to see if the whales were
there and on the 12th in Lat 12° N Long 87°
West saw a shoal of them, Mr. Baldwin got
a small one and the Captain killed another
but lost him by cutting the line with his
lance.

The next forenoon saw more but they were
going too fast to lower for them. In the
afternoon another shoal coming along
we put off for them and the harbour boat
got a small one.

The next day July 15th at daylight saw
more, Mr. Baldwin struck and soon after
we struck a calf ^{and} killed him. Mr. B's whale
ran to windward and the ship started
after him in a short time they were all
out of sight of us in the boat and
continued so until towards night
when we saw the ship steering for us,
about dark she came within hail and
ordered us to cut away from the whale
and come on board as Mr. Baldwin's boat
was lost and there was no time to save our
whale, we accordingly cut and got on board
as fast as possible, then tack ship, set light
sails, and good lookouts and remained in
a state of great anxiety fearing that the
missing boat was stove she having been
out of sight of the ship for some hours.
To our great joy about 8 P.M. she came
alongside having killed the whale and left
him with a waif some miles to windward.

The cards thrown overboard.

The next day we found the whale that the captain lost on the 12th but he was almost spoilt having been dead so long. Thus we have been among whales four or five days in succession and got between 40 and 50 bls, July 11th. Spoke ship Carol Sherwood 22 months from New Bedford 1500 bls, and on the 20th saw whales again, lowered, but did not get near them.

July 25th. This evening a circumstance occurred which may serve to show the disposition of some of our officers. About a month ago finding the time to hang heavy in our hands the boatstewards concluded to play a few games at cards in the evening when it was their watch below. The Captain had never forbid it but we knew very well that he would not approve of it so we had to be rather shy about it, when we commenced it was agreed that no one should play, or come below in their watch on deck to see the others play, and at 8 P.M. the cards should always be put away even if in the middle of a game. When the bell struck, Geth we knew would always be down below in his watch if he knew about it so we agreed not to let him have any part in it, and when he was heard coming the cards were clapped up over a book or slate and all hands of us were very busy reading or cyphering. This we found to be rather inconvenient as he generally came down six or eight times in the run of a watch, at length one night when we heard him

The cards thrown overboard
 coming we played on and took no notice
 of him, he looked at us a few moments then
 went on deck and told the second-mate,
 he also came and looked on, at 8 the cards
 were put away as usual when I went on deck
 and told the Hatch that if he considered
 it his duty to inform the captain that we
 played cards to say so and we would destroy
 them, not wishing to compromise him in
 the least. "No Gifford I scorn such a thing"
 "tis none of my business and I am no"
 "tall-tale", "very well sir then we will keep on
 playing", he often came in and looked at us
 while playing and sometimes told John
 what cards he had best play and
 generally left the room saying, "ah boys"
 "rather ^{bad} business better put them away the"
 "captain won't like it" we knew all that,
 but the old adage of when the parents don't
 find work for the boys the devil will
 was very applicable to us, we wanted
 something to do and did not much
 care what it was whether right or wrong.
 Things went on in this way until one
 day the Hatch gave me a job of work
 which although I did my best was not
 done to suit him, we had some hard
 words about it and he got quite angry,
 and in order to be revenged, that
 evening when we were playing he
 suddenly concluded 'twas his duty to
 inform the captain of it, so pulling off
 his shoes he silently came down the
 gangway went to the captain who had
 turned in and says—

The cards thrown overboard
 "Captain I think it my duty to tell you"
 "they are playing cards in the bull-room", the
 captain turned out took the cards and threw
 them out of the cabin windows, but Mr Hatch
 was the greatest loser by it for the captain
 soon learnt the whole circumstance
 and saw his motive in giving the
 information. Had he been actuated
 by a desire to keep peace on board he
 would have told us that it was his duty
 to inform and all would have been
 stopped, or had he considered it his duty
 to let the captain know that cards were
used on board he would have done it
 the moment he ascertained the fact,
 but no, he waits a month or more and
 then to gratify his revengeful feelings towards
 me, he gives information. By good luck
 when the captain came in I was playing
 with John who as the reader already knows
 was the favorite and, of course what he
 did was not so very bad, he explained
 the whole matter to the Captain and the
 affair was soon forgot except the conduct
 of Mr Hatch whose motives for doing his
 duty we could now all rightly appreciate.

July 28th Saw Dowers Island one of the
 Gallapagos and from there we began to work
 to the Southward in order to find whales
 and on the 11th of August in Lat 2°30'S
 Long 82°W in the forenoon saw a shoal
 to which we gave chase but could not come
 up with, about 5 in the afternoon put off
 for more, the Starboard boat struck and
 drewed from one and the bow ^{boat} took one ^{side} along.

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Cruising off Sumatra and Cape Blanco
August 24th Spoke the Edward Quessett, capt.
Hood, 14 mo from Fall-river 300 sperm and 700
whale, and on the 26th saw whales, the E D in
sight, at 6 A.M. we put off for them and chased
until 10 when the boats came on board,
shortly after the man at the mast head cried
out for a large whales hump close to the
ship, without stopping to look a second
time as the other ship was quite handy we
down boats but before we got out of hail
from the ship the hump proved to be a
flock of birds on the water, we laughed to
see our large whale fly away in that manner
and came on board again.

After dinner we saw a ship to windward
lower for whales, and about 2 P.M. the
E. Quessett who was to leeward made
signals to us for more, we ran down
and at 4 put off our boats but did not
get near them. Both of the other ships
got whales one on each side of us and
as was entered in the log-book we had
"the devils own luck".

28th Saw whales again and chased from
7 A.M. until noon without coming near
them, spoke the same day Lape, Gifford,
13 months from New Bedford 500 bls.

Sept 1st Spoke the Hobie capt. Rawson
13 months from N Bedford 350 bls, and a few
days after saw her haul a whale alongside
We continued about here two weeks
occasionally taking a black fish, saw a
number of ships but did not speak any,
the carpenter and blacksmith in the mean
time built an excellent turning lathe for

Cruising off Cape Blanco
 — the captain, and on Saturday the 16th in
 lat 4° 30' long 82° saw a large shoal of
 whales going to leeward, we put off 3 boats
 in pursuit and soon came up with them.
 Mr Baldwin struck and at the same
 instant the whale brought his flukes
 round and took off the head of his boat
 at one blow, but very fortunately no one
 was hurt. Mr Hatch the second mate
 was alongside of one but with hearing
 the crash in the other boat did not
 doubt, upon asking him the reason why
 he did not strike, "why he would stove"
 "us to hell" was his answer. We however saved
 the whale and got him safely alongside
 without any more accidents.

Chapter 20

We continued about here off Cape
 Blanco until the first of October, lowering
 for blackfish, finbacks, humpbacks, or
 anything that came along, we were so poor
 that even a porpoise was very acceptable,
 we caught a few blackfish and struck
 a finback or two but did not save them,
 about this time an affair occurred
 which will show how sincerely we lived
 together — we had for about a month back
 a dish of fried blackfish on the table
 for breakfast and supper every day, we
 had all got heartily tired of it but as
 long as the captain eat it why of course
 all the rest must, a plate of butter
 was always on the table but the second
 and third mates dare not touch it

The butter, David Parks

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and it would not answer for the boatstewards to help themselves before the officers as it is the custom for the captain to always have the first cut at every dish, then the mate second and third mate and boatstewards in regular order - This was hard sometimes as the captain was rather unwell and eat but very little and we were forced to regulate our appetites by his - At length one morning after eating as much black fish as I wanted I very coolly reached over and helped myself to the butter - the second and third mates looked astonished at my audacity but finding I was like to make a very comfortable breakfast the second mate ventured to take a little, at the same time casting a side glance at the captain to see what effect it would have, nothing was said until the boatstewards and officers had gone on deck when the captain called to the steward "here you" "David Parks, take this butter off the table," "and put it away, damn 'em I spose they" "would eat butter if there was a roast pig" "on the table, the devilish hogs," David told us of it, but I never left the table again without a full belly as long as there was plenty of food on it. Such things may appear rather trifling to write about but by such trifles as these a man's life is rendered very disagreeable on a Cape Horn voyage, and the reader will be able to form some idea of the pleasures of a whalermans life.

L. W. Mason put ashore
 October 1st sent a boat in at Paíta to get the
 news, the Edwards Duesnell says there having
 taken 2 small whales since we saw her
 in August. -- the next day stood in again
 and the captain went ashore in his boat
 taking Lyman W. Mason with him. This
 man we shipped here in April but the
 greatest part of the time he had been
 either sick or too lazy to do any duty
 and now the captain landed him with
 his baggage on the pier without paying
 him any wages as none was due him,
 when the captain was ready to come on
 board at night he applied for his pay
 and upon being told there was none
 for him he called the captain a liar
 cheat, rascal, and every thing but a
 good fellow, which determined the captain
 to touch here again in a few days and
 take him on board the ship by force
 and there reward him for his insolence,
 but the next time we came he was
 gone off in another ship and thus
 escaped.

After coming on board we stood out
 to sea by the wind, took one or two black-
 fish and on the 8th spoke ship Henry
 Capt. Chase 12 months from Panamoa 500 \$
 and then stood in again for Paíta.
 On the 11th we were off the harbor and
 manned a boat with the second mate
 4 boatsteers and blacksmith (in order to
 take Mason as mentioned above) and with
 the captain went on shore, after cruising
 about all the afternoon we hauled the

Another guard in Paite
 boat on the beach and loaded her with
 onions. At the place where we loaded ~~there~~
 there is a long heavy swell comes in every
 two or three minutes which floats the boat
 and when it recedes leaves her high and
 dry on the beach, by watching the swell we
 got all our onions in without wetting them
 and then got braced with the oars in our hands
 ready to shove off when the swell came in.
 Mr Hatch was at the steering oar and being
 naturally hasty and impatient ordered
 us out to shove the boat off. Two or three
 got out but so would not have started
 her loaded as she was on the sandy
 beach, they got in again and when the swell
 came up shoved her off with the oars.

Mr Hatch thought we had not paid him a
 proper degree of respect in shoving the boat
 off our fashion when it was impossible to do
 it any other way. "Damn you" says he "if you
 don't ^{mind} me better than that I'll knock all your
 heads off. I'll go through you like a ball
 of lightning" I laughed to think of one man
 doing such execution among 5 of the
 stoutest belonging to the ship but said
 nothing as the Captain was waiting for
 us at the pier.

After coming on board I asked him
 what he thought people at home would
 say when I painted him out as the man
 that used such language and conducted
 so foolishly, and endeavored to show him
 the absurdity of his conduct in a number
 of cases similar to this which had
 occurred during the voyage.

Anchor in Chumbis

- But it was of no use, he insisted that we never paid a proper respect to his dignity and the next day reprimanded me for passing on the weather side of the deck while engaged in ship's duty when he was sitting idle on the steering hatch

Chapter 21

The only whaler lying in Paita was the bark *Marcella* Capt. Derrick 16 months from New Bedford 100 bbls bound to Trumbis for which place we also steered. On the way we took a small humpback which made little or no oil. All hands very busily employed in fitting casks for water so as to be ready as soon as the ship drops anchor which we did on the 13th of Oct at 8 o'clock in the evening off the mouth of the river in 6 fms water. We found here the *Glenry* and *Shagmolia*, Capt. Howland 36 months from New Bedford 2400. we are now 12 months out with 180 bbls.

Chumbis was formerly an Indian town of considerable note having a splendid temple of the sun of which the ruins are still to be seen and was occasionally the residence of the Inca. This was the place that Francisco Pizarro first landed at when he made his descent on Peru in the 17th century. It is related that when they landed on the banks of the river a priest advanced with a cross in his hand while 10,000 Indians stood gazing at him, that 2 lions and after them 2 tigers came out of the woods on the-

backs of whom the priest having gently laid the cross they fell down and worshipped it, which gave such a testimony to the truth of the Christian religion that the Indians soon embraced it. I do not vouch for the truth of this story but merely relate as I hear it.

The present town is situated about 9 miles from the mouth of the river on its Northern Bank and contains about 2000 inhabitants chiefly Indians and Negroes. The banks for about 2 miles are covered with a thick forest of mangrove and the remaining distance is one continual plantation, the soil is very rich yielding 3 crops a year. The river is about 80 yards wide and contains plenty of excellent fish. Besides great numbers of alligators and around the mouth saw-fish and sharks are almost innumerable.

This is one of the best places on the coast for ships to recruit at and were it not for the bar at its mouth it would be most frequented - this bar is at times very dangerous and many lives have been lost in crossing it. There is no bay or harbor here, the ships anchoring a little to leeward of the breakers on the bar but the holding ground is good and gales are never known. Here a ship can procure wood water potatoes pumpkins melons oranges limes green-corn plantains bananas cocoa and almost all kinds of tropical fruit. Besides plenty of excellent oysters, the potatoes are far superior to any on the coast and will keep for most

- any length of time. This river lies in lat 3.38 S long 80 30 W and forms the boundary line between Peru and Colombia -

Saturday 14th Went in a raft, filled and took it on board, here it is much easier watering than in Secumas, by taking the raft up at flood tide and filling in season to get down with the last of the ebb to the mouth of the river (having a fair tide both ways) where you must wait untill high-water to get over the bar. The bark Marcella arrived from Guayaquil for wood and water this afternoon. This was the place from whence Capt. Bodfish took John on his last voyage and as soon as we arrived he had his liberty untill ready to sail.

We continued busily employed in getting wood water potatoes and other recruits, painted the benches and stern and on the 21st having got through with all the work the Starboard watch started on liberty - We pulled up in our boat about one third of the way and then took horses from the plantation of Don Juan Garcia or Don Wan as he is familiarly termed and got up in time to have a good dinner. As the distance was so great liberty was given for all night - beds were not to be procured for love nor money so each one had to pick the softest bench and make the best of it - I considered the bamboo floor to be rather the easiest and with a

calabash for my pillow slept as well as I could, precious little did any one get. the fleas were so numerous, it seemed as if they had all collected on purpose to torment us.

The next day we cruised about and at 10 A.M. began to think of returning the horses were all engaged and not feeling in a walking mood I chartered a pack-trail and hired a boy to drive him and by this means succeeded tolerably well. the rest of them who drove their own teams fairly worked their passage and some of them complained of lame shoulders for a week after.

Upon reaching Don Man's we found the boat which had just arrived with the other watch who mounted our steeds and drove off while we pulled on board. the next day they all returned except George Harrison who deserted. I heard afterwards that he went to Guayaquil where he was pressed on board of a Colombian man of war, ran away from her the first opportunity and finally got home long before the ship did, a fate very different from that experienced by most runaways.

While here we shipped three Spaniards one Juan Maria for steward and two others called Gumbo and Nicholas we spent one or two days in looking for the deserter but could not find him.

And now kind reader it suits my inclination to alter this book from a narrative into a journal if you wish you can still follow me in my wanderings if not — adieu.

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Voyage of Ship Leonidas of Fairhaven

On the 6th day of June 1846 the Ship Leonidas John Nicholas Master and J. B. H. Gifford first officer about 10 A.M. with a moderate breeze and in pleasant weather got under way from our anchorage at Clarke's point and commenced a whaling voyage to the Indian Ocean and elsewhere

Sunday June 7th

Commenced with light winds from N.W. and N.N.W. beating down Buzzards Bay. at 6 P.M. discharged the pilot off Buttyhunk. at 7 picked out the different watches. Boats-crews &c. - Horn and Land bearing E.S.E. 5 miles dist. 1 A.M. heading up S.S.W. with light winds at 7 spoke a New York pilot boat No 13 latter part light winds and pleasant with all sail out. Lat 40.11 N. Long 71.00 W.

Monday June 8th

Light winds from N.W. N.W. steering S.S.W. saw humpbacks and plenty of porpoises 6 P.M. lowered the boats for exercise. middle part calm latter part a light wind from N. and E. steering S.S.W. all hands fitting ship Lat 39 23. Long 71.4

Tuesday June 9th

Light winds from the E. steering to N.W. S.W. latter part strong breezes, all hands fitting ship for whaling &c., saw blackfish but did not lower

Lat 38.41 Long 72.10.

Ship Leonidas

June

Remarks on Wednesday June 10th 1846

Strong winds from E. N. E. steering N. W. by N
 6 f. h. double reefed and hauled up by the
 wind. caught a porpoise. latter part steering
 S. W. put off for blackfish but got none
 saw a bark to windward Lat 38 N. Long 72.55

Thursday June 11th

Thick drizzly weather steering N. W. by N wind
 N. E. middle part calm. latter raining and
 drizzly saw a ship and brig Lat 37.15
 Long 73.12

Friday June 12th

Light winds from N. W. with some rain. put off
 for blackfish but got none. boarded the
 schooner Mike Bourne from Mobile for
 Providence. latter part heading up S.
 all hands busy as usual Lat 36.20
 Long 72.40

Saturday June 13th

Light winds from E. steering S. with
 wet foggy weather - middle and latter part
 a good breeze from S. tack occasionally
 as the wind favors us. saw a brig and exchanged
 signals with her Lat 36.20 Long 71.20

Sunday June 14th

Moderate winds from S. and S. W.
 working along to the E. caught a dolphin
 latter part wind from N. W. heading up
 S. saw a bark Lat 36.00 Long 70.12

Monday June 15th

Wind from N. W. heading to the S. shortened
 sail at night Lat 36.45 Long 68.52

1846

on her first cruise

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Remarks on Tuesday June 16th 1846

Fine winds from NW steering SE. 7 & 8
 double reefed the wind inclining more to the
 S. middle part squally. 6 A.M. turned out-
 reefed remainder strong winds and squally
 weather. Lat 33.35 N. Long 67.40 W.

Wednesday June 17th

Strong winds from SW and pleasant
 heading up SSE. 6 & 7 A.M. passed an Am
 bark steering NW. double reefed and tacked
 heading up W. N.W. midnight tacked to SE
 latter part light airs made all sail heading
 up SE & S. Lat 33.00
 Long 67.15

Thursday June 18th

Light airs and calm. 7 & 8 took in light sails
 heading up SE. latter part made all sail
 saw 3 ships. fitted a chain jib boom stay
 and put on preventer guys. Lat 32.10
 Long 66.52

Friday June 19th

Light airs from NW fitting rigging, put off
 the boats for exercise. latter part altered
 the spanker. Lat 32.1
 Long 66.40

Saturday June 20th

Light airs from SW heading up SE
 6 A.M. made all sail steering off
 E. N.E. at 10 saw Bermuda bearing N.E. & N
 hauled up E until 11 then kept her E & N
 at 12 the light house bore N.E. 10 miles
 dist so ended steering round the S. side of
 the Island. Lat 32.8

Long near Bermuda

Ship Leonidas

June

Remarks on Sunday June 21st 1846

Strong breeze from SSW spoke big
Kienzi small 2nd mo from Boston 80 fms
steering along the S shore of Bermuda
from 4 to 7 miles of the shore at sunset
last sight of the island, double reefed
steering N. N. E. while passing the harbour
spoke 2 boats and saw a steamer
and schooner under sail. latter part
strong gales and heavy sea Lat 33.55 N
Long 64.5 W

Monday June 22

Strong gales 2 & 3 spoke big Columbus
Yacht 18 days from New London 80 fms
blackfish. 7 & 8 M squally took in fore
and main topsails heaving by the wind
N. N. E. middle part some rain 6 A M
squared away N E under easy sail
Lat 35.00. Long 63.55

Tuesday June 23

Strong breeze with passing squalls
from SSW steering N E middle
part moderating fast. 6 A M light winds
made all sail but the wind increasing
took in again as fast as necessary
Lat 36.40 Long 62.50

Wednesday June 24

Steering E N E. wind increasing at sunset
hove too under close N topsail fore sail and
staysails heaving up S E E. middle part
hazy. latter part made a little more
sail and let her mull at that
Lat 36.49 N Long 60 37 W

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on her first cruise

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Remarks on Thursday June 25th 1846,
 Strong winds from S.W. heading up S.E. &
 under double reefed topsails and fore course
 latter part a little more moderate set the
 Main sail jib and spanker, repairing an old
 jib
 Lat 37 N Long 58.50

Friday June 26th

Strong gales and heavy sea on heading E.S.E.
 first part gave Diamond and Smith a flogging
 for fighting. latter part still blowing heavy
 as usual
 Lat 37.28
 Long 56.45

Saturday June 27th

Wind still at S.W. heading to the E. under reefed
 topsails finished repairing jib. 5 P.M. took in Main sail
 and jib and wore ship heading up N.W.S.W. middle
 part moderate with rain. 3 P.M. wore S.E. latter
 part light winds made all sail Lat 37.34
 Long 56.30

Sunday June 28th

Light air from S.W. heading up S.E. with
 a strong northerly current. latter part all sail
 out keeping Sabbath at sea. Lat 37.14
 Long 55.18

Monday June 29th

Light winds and pleasant steering S.E. saw
 plenty of finbacks. 7 P.M. took in light sails
 at daylight made all sail saw breached to
 windward and made a short tack for them
 but could make out nothing. saw a brig to
 windward. fitting a new main top gallant mast
 Lat 36 6
 Long 54 28.

Ship Leonidas

June

Remarks on Tuesday June 30th 1846
 Pleasant winds from NW Saw 2 birds and a
 ship. I spoke the Congress. Little 10 days
 from New Bedford clear latter part steering
 SE. Lat 35.18 N. Long 52.20 W

Wednesday July 1st 1846

Pleasant winds from NW steering SE sent down
 the main royal mast. latter part steering NE
 sent up the new topgallant mast. saw white-
 water but could make nothing of it. Lat 36.53
 Long 50.10

Thursday July 2nd

Steering SE all hands fitting topgallant
 mast and yard. sunset shortened sail
 and hauled up by the wind. P.M. middle
 part squally double reefed. latter made all
 sail and wore ship heading up N.N.W.
 Lat 36.17
 Long 50.00

Friday July 3rd

Moderate and pleasant sent up M 5 yard
 and M royal yard also and bent the old gill
 heading up NE on the larboard tack. Lat 36.33
 Long 50.5

Saturday July 4th

Moderate winds from NW P.M. heading NW
 saw a sail to leeward also killed finback
 broken squid &c. middle part strong gales
 and raining. A.M. rather more moderate made
 a little more sail. all hands keeping the 4"
 Lat 35.30 Long 50.55

Ah! if I was at home to day methinks I should
 enjoy it much better than I do, here,
 b: theres no place like home after all. Gifford

1846 on her first cruise

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Remarks on Sunday July 5th 1846

Moderating fast made sail accordingly. 7 A.M. double reefed with light winds from N.W. heading N.E. latter part calm made all sail - saw a young finback and picked up a plank adrift on the high seat.

Lat 35 60 N

Long 50.48 W

Monday July 6th

Calm saw a brig, latter part a breeze from S with light rain

Lat 35.30

Long 51.5

Tuesday July 7th

Light air and calm saw a merchant bark to windward steering N.E. latter part light air from S. saw a bark and brig bound N.E. dull times these.

Lat 35.6

Long 50 30

Wednesday July 8th

Light air from S steering E. sent up a sliding skysailmast. latter part steering S.E.

Lat 36 40

Long 48.45

Thursday July 9th

Light air caught a log but it being too large let it go again. had another rumput with Diamond. (wish the devil had him) 10 A.M. saw a schooner to leeward soon after saw her boats down - dropped a couple of ours but finding they were after blackfish came on board at 12 spoke her the Exchange - 200 tons 3 mo from Plymouth & 115 blackfish

Lat 33 44

Long 47.50

How many times our patience's tried

Before our voyage is done - Shakespeare's spare
or Milton said it

Ship Leonidas

July

Remarks on Friday July 10th 1846

Light NW winds and heading S. saw black fish
but lowered net for them. latter part run bent the Fore
spencer and altered it

Lat 33.26 N

Long 47.57 W

Saturday July 11th

Light airs fitting rigging. sunset people overboard
soaking in salt water. truly they ^{needed} it. latter part
calm one ship in sight. saw grampusses

Lat 33.22

Long 48.00

Sunday July 12th

Calm boys overboard. 5 A.M. tried for black fish
but got none. calm calm calm

Lat 33.19

Long 48.00

Monday July 13th

Calm again boys overboard as usual at sunset
latter part saw a big and 2 schooners. fitting
whiskers and Fore top gallant 7d

Lat 33.14

Long 48.35

Tuesday July 14th

Calm. fitting spars and rigging latter part 3.
small craft in sight. a light breeze from the
E steering to the NW. —

Lat 32.57

Long 48.50

Wednesday July 15th

Light airs from E steering NW 6 & 7 M saw spouts
put off for them but saw no more could not
say what they were. 2 sail in sight. latter
part heading by the wind to the N

found the ground quite lively with grampusses
and such like trash in

Lat 33.28

Long 49.40

1846

on her first cruise

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Remarks on Thursday July 16th 1846.
 Whales. Moderate winds from E at 1 P.M.
 dropped down for blackfish but saw no more of
 them. 3 P.M. saw whales. 4 Put off for them
 and at dark came on board without any. one ship
 in sight. middle and latter part tacking and
 working round trying to fall in with the whales again
 but they are gone down! down! down! in Lat 33.53 N
 Long 50.18 W

Friday July 17th

Strong winds from E heading S. 7 P.M. took in the
 light sails. midnight tack N. 8 A.M. squared
 away N.W. by E and put on studding sails for home
 to get a new Foremast. 6 what rare luck for
 us. now it is all over I can laugh at it and
 say 'tis all for the best' Lat 33.16
 Long 51.00

Saturday July 18th

Strong winds from E steering W. homeward bound
 9 A.M. hauled up N.N.W. Lat 32.43
 Long 53.10

Sunday July 19th

Steering N.W. N.W. with a fine breeze and all sail
 out. 4 A.M. carried away a topmast studding sail
 boom and damaged the lower one. Sent up a new
 boom and cracked on again Lat 32.56
 Long 56.00

Monday July 20th

Strong winds from E. steering W. N.W. and N.W.
 10 A.M. saw a large ship to windward Lat 33.30
 Long 58.30

Tuesday July 21st

Moderate and light winds steering N.W. put off
 a boat for a spar but was not worth having
 Lat 34.9 Long 60.35

Ship Leonidas

July

Remarks on Wednesday July 22 1846

Light airs from E & NE steering N.W. middle part
 light airs from SE. latter part nearly calm

Lat 36. 35 N

Long 61. 40 W

Thursday July 23

Light airs from SE and S the wind gradually
 increasing at daylight a strong breeze from S.W.
 sent down the fore royal mast and took in the F.I
 gallant sail to ease our rotten foremast

latter part unbent the F.I Gant sail. found
 our compasses one point out of order

Lat 35. 45

Long 63. 50

Friday July 24

Strong winds from S.W. steering N.W. sent
 down the fore topgallant yard. I & M saw bracks
 took in studding sails and waited an hour or so
 but seeing nothing more kept on our course
 wind S.W. 4. I & M took all the spare spars
 and lashed up around the Foremast in order
 to strengthen it. middle part squally lost the
 old jib. daylight under double reefed topsails
 sent down the fore topgallant mast. latter part
 heavy squalls and blowing a very respectable gale
 from S.W.

Lat 37. 24

Long 65. 50

Saturday July 25

Strong gales from S.W. and heavy sea on
 bent another jib and found our Mizzen mast
 rotten. middle part more moderate wind
 cutting to the W. 10 A.M. set whole main and
 mizen Topsails and jib. found the water rather
 cold which makes us think our Chronometer
 is wrong saw a sail

Lat 38. 7

Long 66. 35

1846

on her first Cruise

85

Remarks on Sunday July 26th 1846.

Moderate winds from NW heading up NW + N. N. set J. G. sails but could not carry them long. middle part strong gales double reefed heading up NW + N. N. wore ship heading up N. latter part made all sail quite moderate.

Lat 39° 00' N
Long 67° 28' W

Monday July 27th

Moderate winds from N heading up NW and N. N. middle part calm. latter part light winds from the N. bent a new N. J. G. sail.

Lat 39° 8'
Long 69° 00'

Tuesday July 28th

Light winds from NE and E. 3 P. M. set starboard studding sails steering N. N. W. saw a ship bark & brig bound NW. 7 A. M. calm with the water a little discoloured so A. M. got bottom in 70 fms. 3 sail in sight.

Lat 40° 8'
Long 70° 8'

Wednesday July 29th

Calm. 3 P. M. a light breeze from NW. P. M. put on studding sails steering N. N. W. 4 P. M. bent the cables. midnight sounded in 37 fms steering N. W. with light winds. 3 A. M. got 33 fms. at 8 took a pilot from the pilot boat. Hornet Block Island just in sight bearing NW. 1 P. M. passed Gay Beach and at 5 came to anchor off Charles point. So ended this voyage.

how kind reader as thou hast followed me thus far in my wanderings I will indulge thee a bit more and say to thee that on Friday I went home and that night attended to all good things that I love. Saturday Sunday and Monday I loafed about untill I was fairly wore out. on Tuesday I went over to Camp Meeting but the spirit not moving much, took the steamboat and went to Chantucket. found them pretty well singed there on Thursday came off in a packet. landed on the camp ground and saw the doings there. and at 11 A.M. got to Falmouth truly I was enjoying myself in a measure that evening. Friday I went to Fair Haven and found the ship with a new fore and main mast all ready for sea. Saturday I went home again. surely there must have been a strong attraction to have drawn me there. any one who knows my failings and hospitable feelings can say what it was. and on Monday bid adieu to friends and home went to Fair Haven on board that night and on Tuesday we started on another voyage. If gentle reader thou hast any curiosity to know about my future doings on the great ocean of life the following pages will in a measure inform thee. Hoping that we may have a successful voyage and a quick return to our friends finding all well and some bright particular one well disposed towards us dear reader I bid thee farewell

Thos. G. Gifford
Ship Leonidas

Ship Leonidas bound out

87

Tuesday the 11th of August 1846. commenced on board the Ship Leonidas with moderate winds from N.W. laying at anchor off Fairhaven - at 10 A.M. got under way and stood down to Charles point where we lay off and on for the Captain and agent at 11 they arrived when we squared away and made all sail with the wind round to N.E.

Wednesday August 12th

Light winds from N.E. hauling to the E. 2 P.M. discharged the pilot off Cuttyhunk and proceeded on our way. Sunset the wind about S. Block Island (S end) bearing W.N.W. 9 miles dist. 8 P.M. tack to S.E. latter part steering E.S.E. the ship Maine and several other vessels in sight

Lat 40.43 N
Long 70 35 W

Thursday August 13th

Light winds from S steering E.S.E. 2 P.M. spoke the Maine Capt. Betcher, latter part set foretopmast and N 76 studding sails

Lat 40.21
Long 68.20

Friday August 14th

Wind S.W. steering E.S.E. the Maine and several other vessels in sight. midday and latter part light airs and calm steering E.S.

Lat 40.6
Long 66.15

Saturday August 15th

Light winds and some rain. filled a few casks of salt water in the fore peak to trim ship. the Maine nearly out of sight astern 8 P.M. steering E with the wind about S middle part calm with thick weather. 7 A.M. wind from N.N.E. tack heading up E.S.E. Lat 40 24

Long 64.32

Ship Leonidas

August

Remarks on Sunday Aug 16th 1846
 Moderate winds from N^W steering ESE. 3rd h
 strong winds from N^W and thick fog
 midnight clear and pleasant wind NW
 set the studding sails. daylight wind S.W.
 and smoky overhead

Lat 40.10 N.

Long 62.18 W.

Monday Aug 17th

Strong winds from S.W. steering ESE
 latter part saw a ship

Lat 39.47

Long 57.20

Tuesday Aug 18th

Strong gales steering ESE. latter part saw
 an English brig steering E.S.

Lat 40.8

Long 53.15

Wednesday Aug 19th

Strong gales from S.W. steering ESE. latter
 part took in lower and S.G. studding sail

Lat 40.25

Long 49.50

Thursday Aug 20th

steering ESE. midnight squally wind heaving
 to NW. latter part the wind round to NE
 with rain

Lat 40.00

Long 46.00

Friday Aug 21st

Moderate winds and cloudy heading up ESE
 latter part strong winds from E. heading up ESE

Lat 38.35

Long 43.20

Saturday Aug 22nd

Wind ESE. 1st h tack to NE. sunset heading
 up NE. latter part raining

Lat 39.47

Sunday Aug 23rd

Long 42.20

Wind S.W. steering ESE. middle and latter
 part strong breezes all hands keeping Sabbath

Lat 39.59

Long 39.10

1446 Bound to the Western Islands 89.
Remarks on Monday August 26th 1846.
Moderate winds from SW steering E & SE. middle
part light showers of rain. latter part saw a bark
steering E. Lat 40.6 N
Long 35.31 W

Tuesday August 25th
Moderate winds from SW steering SE & E. saw a ship
middle part wind increasing took in some light sail
11^h A M saw Flores bearing SE & E. Lat 39.32
5 or 6 sail in sight. Long 32.5

Wednesday Aug 26th
Wind SW steering for Flores. 5 P M spoke the
Columbia Chase 18 days from anch. clean. middle
part moderate winds steering SE. latter part
saw Fayal and Fico. Chronometer Lat 38.53
stopped

Thursday Aug 27th
Light winds from SW. middle part laying off the
end of Fayal latter part strong winds and heavy
squalls from N. boarded the Florica Grey of N. Bedford
clean & so ended beating up towards Fayal

Friday Aug 28th
Strong gales and squally. 3 P M off Fayal spoke brig
Hodman Flanders. 80 bbls. lay off and on for the night
9 A M sent a boat ashore. quite moderate.

Saturday Aug 29th
First part laying off once on taking in recruits. middle
part calm. the tide sweeping in dropped a boat and
towed off. Capt and boats crew ashore. 11 A M fine
winds from SE. Capt came on board and we
made all sail beating out of the S passage.
So Kerry deserted.

Ship Leonidas from the Western Sept
 Remarks on Sunday August 30th 1846
 Moderate winds heading up SW on the harbor
 tack all hands stowing away vegetables
 & A M tack NE & tacked back again to SW
 all hands keeping Sabbath at sea Lat 36.44
 Long 29.40

Monday August 31st
 Light winds from SSE pickling onions
 middle part raining and squally latter
 part strong breezes heading SW Lat 36.14
 Long 30.00

Tuesday Sept 1st 1846
 Strong SE winds latter part moderate
 stowing off the hatchways Lat 36.41
 Long 30.00

Wednesday Sept 2nd
 Light airs and calm with a little rain
 latter part repaired the N.W. sail. heavy
 squalls heading up SW Lat 33.35
 Long 30.45

Thursday Sept 3rd
 Moderate winds and thick weather 11 AM
 tack to SE. Lat 32.59
 Long 30.25

Friday Sept 4th
 Light winds from S heading to SE. latter
 part calm fitting fore rigging and picking
 over potatoes Lat 32.57
 Long 29.18

Saturday Sept 5th
 Light airs from SW fitting rigging at sunset
 set fore topmasts studding sail latter part
 fitting main rigging 10 AM some rain which
 put an end to the rigging work Lat 31.44
 Long 28.40

146 the Cape de Verde Islands

91

Remarks on Sunday September 6th 1846
Light winds from Nunc NE steering S with larboard
Studding sail on, latter part wind E. and SE
Chronometer stopped for the 2^d time in Lat 30 30 N
Long 28 00 W

Monday Sept 7th

Wind from SE heading to the SW latter part
strong breeze from SSE Lat 28.54
Long 28.15

Tuesday Sept 8th

Strong gales from SSE at sunset took a reef
in each topsail. midnight tack heading up SE
latter part moderate made all sail. found our
old Chronometer stopped again Lat 28.6
Long 28 15

Wednesday Sept 9th

Light winds from SSW. latter part from NE
put on Studding Studding sail and fitted the
mizen rigging Lat 27.37
Long 27.36

Thursday Sept 10th

steering S fitting rigging - latter part saw 3 sail
Lat 26.31
Long 27.20

Friday Sept 11th

Fitting rigging. latter part some rain saw a
sail Lat 25.7
Long 27.00

Saturday Sept 12th

Moderate winds from SE heading to the SSW
latter part steering S Lat 23.30
Long 26 35

Sunday Sept 13th

steering S and S.E with strong trades Lat 21.30
and all sail and Long 25.48

92 Ship Leonidas off and on Sept
Remarks on Monday Sept 14th 1846
Strong trades steering S.E. fitting rigging
Lat 19.12 N. Long 24.30 W

Tuesday Sept 15th
Course S and S.W. fitting rigging and making
matt. 10 A.M. light winds from E.S.E. put off
for blackfish but got none. saw St Anthony
bearing S.W. 12 the wind being scant tack to
the N.E. Lat 17.27
Long 25.00

Wednesday Sept 16th
First and middle part light winds and
calm - at sunrise moderate winds from
N.E. steering S.W. 11 put off for blackfish
but got none so ended thick and smoky Lat 17.30
Long 24.30

Thursday Sept 17th
Steering S.W. 2 P.M. saw a ship at 4 seeing her
boats down dropped 2 of ours and at sunset
finding they were after galled blackfish
came on board and spoke her she proved
to be the Phocian Worth 6 weeks from New-
Bedford 18 bls blackfish. at midnight saw
land and at daylight ran through the passage
between St Vincent and St Lucia and hauled
to the W for Porto Grande

Friday Sept 18th
Strong winds from N.E. beating up between St
Vincent and St Anthony. sunset sent in a boat and
lay off and on for the night. 7 A.M. went in again
and at 10 came on board and squared away to the S
our object in touching here was to get a chronometer
which we found on board the U.S. store ship Portsmouth
so ended steering to the S.

1846 at the Cape de Verde

93

Remarks on Saturday September 19th 1846.

Light N.E. wind steering S with all sail on
9 A.M. saw Fogo and Brava ahead, so ended
steering for Brava

Sunday Sept 20th

Light winds from all the Eastern points of
the compass and rain 5 P.M. the land 5 miles
dist boarded the bark United States of
Westport 15 bbls on board - at daylight ran
down on the E side of Brava and at 7 A.M.
went in with the boat to get recruits and so
ended the day - Monday Sept 21st commenced
with light airs laying off and on - at 7 P.M.
took on board a few hogs, fowl, oranges,
bananas &c. the current setting us to leeward
through the night at 10 A.M. off the S end of the
Island despatched Mr. Layne with a boat load
of bread stuff for trading, the Captⁿ still ashore
at 11 hard squalls took in all the light
sail and so ended with every indication of
foul weather

Tuesday Sept 22nd

The wind increasing at 3 P.M. double reefed
the Topsails - making short tacks in order to
keep in with the land. 7 P.M. heavy squalls and
thick weather off the S end of the Island seeing
no chance for the boat to get off stood away
to the N.W. before morning we were laying
under a close reefed N. Topsail and Spencers
in a severe gale from E.N.E. at sunrise it began
to moderate some and by noon ^{we} hauled on
reefed Topsails - courses, Jib and spanker. heading
up N. N.E. and E.N.E. in Lat 15.8 N
Long 25.32 W

94 Ship Leonidas from Brava Sept
Remarks on Wednesday Sept 22 1846
Strong winds from S.E. heading to the E. made
sail as fast as it moderated. at 8 A.M. had
all on and the wind hauling to the E. took
heading up S and S.W. before noon we were
becalmed and so lay building a hog house and dock

Lat 15.28 N
Long 25.3 W

Thursday Sept 23

Commenced calm and continued so untill
8 A.M. when we took a light breeze from N.E.
and shaped our course S.E. & E for the Island
at 12 kept off S.E. and put on the studding sails
the land about 10 miles dist and our

Lat 14.58
Long 24.50

Friday Sept 24

At 2 P.M. the boat came on board we then
being close in to the N end of the Island. loaded
her with provision and sent her back again
at 7 all hands came on board when we squared
away and joyfully fired a salute. glad to get
clear from this troublesome land, and now
dear reader we are bound on a long cruise. I do
not expect to touch Terra Firme again untill next
May and if kind providence will smile on us
and enable us to take 600 bbls of sperm oil in
that time I shall be truly thankful. latter part
caught a porpoise to begin with in

Lat 13.57
Long 24.36

Saturday Sept 25

Light air and calm all these 24 hours.
steering S. sent up the Fore royal yard
and sail

Lat 13.00
Long 24.22

1846 to the Indian Ocean

45

Remarks on Sunday Sept 27th 1846.

The wind is still light and we go very slow. passed a Danish brig bound to the N and on the latter part saw a bark to windward in Lat 11.58 N Long 23.47

Monday the 28th brings rain and the wind all around the compass - repaired the main royal Lat 11.3 Long 23.25

Tuesday 29th finds us still in the doldrums. put off a boat for blackfish and made out to catch a porpoise - 3 P M a strong breeze from NW and rain - passed an English Indianman homeward bound. same night Hancock tumbled down from aloft while showing his dexterity as the girl said Lat 9.52 Long 22.51

Wednesday the 30th commences with strong wing winds from NW steering S - some little rain too during the night and the wind hauled to S W Lat 8.22 Long 21.28

Thursday October 1st 1846. Finds us heading up SE when we want to go S but not being able to do that we went to fitting rigging - making mats. and picking over potatoes Lat 7.31 Long 19.20

Friday Oct 2nd commences with light winds from SW but increasing with squalls on the latter part filled all our empty water casks with salt water in order to keep the old ship upright and then built a fire in the caboose and boiled the paint oil in Lat 6.31 Long 17.50

96 Ship Leonidas from Brava to Oeto
Remarks on Saturday October 3rd 1846,
Noonate heading up I & H caught 2 porpoises
employed in making mats & springarn Lat 5.18 N
Long 16.24 W

Sunday Oct 4th

Strong winds from SSW saw a
Portuguese brig of war and a ship, filled
2 casks of salt water on the forecable to
bring the ship by the head latter part
keeping Sabbath Lat 4.4 Lat 14.40

Monday Oct 5th

Heading to S.E. 6 P.M. spoke the Phoenix
7 days out 20 Hls blackfish. middle and
latter part wind dead ahead as usual
Lat 3.42 Long 14.30

Tuesday Oct 6th

Pleasant breeze ahead of course. tacking
every now and then as the wind shifts
Lat 3.20 Long 14.5

Wednesday Oct 7th

Beating to windward as fast as we can
latter part saw a bark Lat 2.57
Long 14.55

Thursday Oct 8th

Heading up W. middle part squally
latter part saw 2 sail to leeward
Lat 2.27 Long 16.32

Friday Oct 9th

Going as usual, went the fly jib and
repaired it. passed a merchant ship in
Lat 1.55 Long 15.55

Saturday Oct 10th

Strong winds heading W sent up a new
fore royal yard latter part repairing F. J.
Gant Sail Lat 1.4 N and Long 17.55

Remarks on Sunday October 11th 1846.

Heading up N.W. bent a new fore top sail and on the latter part made out to get across the line found the water a little discoloured. If we can cross this line again in 30 months with 1500 bbls methinks I shall be content - time will show perhaps I shall be numbered with those who are no more, if so kind friend whoever thou art forget my failings and hope that I am in a better state of existence where sorrow will come no more.

Lat $00^{\circ}12' S$. Long $19^{\circ}40' W$

Monday Oct 12th

Strong trades heading S.W. S.W. all these 24 hours fitting rigging

Lat $1^{\circ}44'$ Long $21^{\circ}15'$

Tuesday Oct 13th

Take the remarks of yesterday and they will answer for this day in

Lat $3^{\circ}44'$ Long $22^{\circ}55'$

Wednesday Oct 14th

Was the same with little or no variation in

Lat $5^{\circ}52'$ Long $24^{\circ}8'$

Thursday Oct 15th

Is ditto ditto, ditto, sleeping we head up S.W. S

Lat $8^{\circ}5'$ Long $25^{\circ}25'$

Friday Oct 16th

Being an unlucky day parted the wheel ropes, and on the latter part it being squally took in the

Fore and Main J.G. sails in

Lat $10^{\circ}29'$ Long $26^{\circ}38'$

Saturday Oct 17th

Was rather squally but we were able to carry all 3 top gallant sails

Lat $12^{\circ}56'$ Long $27^{\circ}40'$

Sunday Oct 18th

A good day always. the wind hauled so that we came up S.W. and on the latter part I would give my share of our first whale to spend this day at home.

Lat $15^{\circ}25'$ Long $28^{\circ}10'$

98 Ship Leandros from Brava Oct
Remarks on Monday October 19th 1846
Strong trades heading up S.E. middle and
latter part steering S.S.E. with light winds
from E.N.E. set topmast and top gallant
studding sails Lat 17°13' S. Long 27°00' W

Tuesday Oct 20th

Light air steering S.E. and S.S.E. picking
potatoes and fitting rigging. Chronometer
stopped again. Latter part nearly calm reefing
top gallant sail Lat 17°57' Long 26°44'

Wednesday Oct 21st

Fitting rigging. Latter part repairing mainmast
wind variable with some light rain

Lat 18°26' Long 26°50'

Thursday Oct 22nd

Light winds from NW steering S.E. & S fitting
and tarring rigging. Latter part set up the
fore rigging Lat 19°25' Long 25°10'

Friday Oct 23rd

Light winds from N fitting and tarring
rigging all these 24 hours. Lat 20°12'
Long 24°00'

Saturday Oct 24th

Caldrums and so continue all this day
bent all studding sails and set them on
both sides Lat 20°49' Long 23°14'

Sunday Oct 25th

Baffling as usual finished the rigging
and saw Grampasses Lat 21°00' Long 23°00'

Monday Oct 26th

4 P.M. a good breeze from N.N.W. steering S.S.E.
with studding sails on both sides. and said
breeze continued for the remainder of these
24 hours Lat 22°21'
Long 22°00'

1846 to the Indian Ocean

99

Remarks on Tuesday October 27th 1846

Repairing sails. 6 PM light winds from NW heading SE. latter part heading E SE & E
12 tack to NW in Lat $22^{\circ}39'S$ Long $20^{\circ}30'W$

Wednesday Oct 28th

Heading NW. 4 PM finished fitting a new
boat and shifted the Fore and M topsails
latter part repairing sails in Lat $24^{\circ}3'$

Long $21^{\circ}28'$

Thursday Oct 29th

Strong winds from SE repairing sails
latter part wind NE steering SE.

Lat $25^{\circ}51'$ Long $20^{\circ}10'$

Friday Oct 30th

Strong gales from NW steering SE with all
sail on that the spars will bear. latter part
steering SE & E evening Lat $27^{\circ}25'$ Long $17^{\circ}10'$

Saturday Oct 31st

Winds NW going SE & E with some rain latter
part light winds repairing studding sails and
main royal. Thus ends this month before the
next one ends I hope to have the value of 200
bbls whale oil on board. just notice if I am a
good prognosticator will ye friend.

Lat 28.4 Long $13^{\circ}35'$

Sunday November 1st 1846.

Moderate winds from NW steering SE & E

latter part wind from N Lat 28.24

How pleasant would be to spend Long $11^{\circ}53'$

this day at home. and this pleasant evening how I would
improve it. 3 long years have got to roll round before I again
shall see such times as last November produced. what our glorious
gatherings! shall I ever forget them and our candy frolics? no
never my memory is too good. can I forget think ye? time will show

Ship Leonidas from Brava 6clb
 Remarks on Monday November 2 1866
 Light winds from S heading to the SE middle
 part tack heading SW. Latter part calm
 bent the close, hozen and made a new scull room
 Lat 28:4' S Long 10:45' W

Tuesday Nov 3
 Light winds from NE. bent a new Foretail
 and coopered the bread between decks
 middle part wind N. steering SE. Latter
 part strong winds, going Lat 29:00'
 Long 8:50'

Wednesday Nov 4
 Strong gales from N. NW going eyes out
 carrying as much sail as she will bear
 6 AM more moderate put on all sail again
 with some rain Lat 29:10' Long 5:24'

Thursday Nov 5
 Moderate winds from N. S. W and light
 rain. Latter part repairing sails. Saw finbox
 Lat 29:48' Long 2:35'

Friday Nov 6
 Moderate repairing sails bent a new main
 spencer. during the night tack twice
 Latter part cut up the old spencer
 Lat 29:41' Long 00:40'

Saturday Nov 7
 Moderate winds from SE heading SW repairing
 sails. middle and latter part light
 winds. put off for finbox but got none
 Lat 30:44' Long 1:23'

Sunday Nov 8
 Light winds from SE saw plenty of finbox
 middle and latter part about calm
 Another week gone and no whaler
 for us poor devils. better luck next Long 1:29

846 To the Indian Ocean 101

Remarks on Monday November 9th 1866.

Light winds from S heading E middle part calm latter part light air from NW steering E. cooping breast & floor with lots of fin and humpback in sight Lat $31^{\circ}19' S$ Long $60^{\circ}47' W$

Tuesday Nov 10th

Strong winds from NW steering S & E cooping middle part the wind on the increase and hauling to SW. latter part wind S and as much as we can carry whole topsails to

Lat $32^{\circ}20'$ Long $1^{\circ}27' E$

We have at last made out to get E of the meridian after a hard drag of it tis the first time that I ever was in E longitude and when I come out of it may I have 2000 dollars worth of oil under foot. So ends

Wednesday Nov 11th

Strong winds from S heading along to E & E under whole topsails middle and latter part about 20 to water rather green & tack to SW

Lat $31^{\circ}15'$ Long $3^{\circ}44'$

Thursday Nov 12th

Heading up SW latter part moderate nothing in sight but the heavens and earth

Lat $32^{\circ}40'$ Long $2^{\circ}35'$

Friday Nov 13th

Light winds dead ahead. middle part tack heading E & E

Lat $33^{\circ}25'$ Long $2^{\circ}50'$

Saturday Nov 14th

Strong winds from S & S heading up S & E middle and latter part the wind rather light

Lat $33^{\circ}40'$ Long $4^{\circ}40'$

Ship Leonidas from Brava Nov
 Remarks on Sunday November 15th 1846
 Moderate winds from S.W. heading up S.E. and
 S.E. 7 A.M. Jack to S.W. with very light winds
 Lat 33° 57' S. Long 6° 27' E

Monday Nov 16th
 Light airs and calm. Had an overhauling
 in the Boncush to find the Carpenter's shirt
 put off for a sulphur belly but could not
 get on. fitting a spare boat Lat 34° 00'
 Long 6° 30'

Tuesday Nov 17th
 About calm. latter part fitting a new
 main topgallant yard saw finback Lat 33° 52'
 Long 7° 10'

Wednesday Nov 18th
 Light airs from N. dropped a boat for
 finback but got none. middle part a fine
 breeze from N. steering S under easy sail
 hoping to find eight whales. latter part
 saw plenty of finback Lat 35° 11'
 Long 8° 12'

Thursday Nov 19th
 Strong winds from N. steering S.E. & S.W.
 reefed. during the night strong gales and
 very rugged at daylight let one reef out
 of each topsail Lat 35° 55' Long 11° 31'

Friday Nov 20th
 Strong gales steering S.E. 7 S.W. saw
 spouts. shortened sail and wore ship
 heading up N.W. 6 A.M. moderate wore
 ship and made sail steering S.E. & S.
 Lat 36° 32'

I am so sleepy that I can hardly hold my pen. wish I was at home so
 that I could turn in just when I liked
 Long 12° 50'

1846, To the Indian Ocean

103

Remarks on Saturday November 21st 1846.

Strong winds from N steering S.E. & S saw finback plenty - latter part light winds saw a right whale going to windward yet out so we did not think it best to lower for him.

Lat 37° 20' S

Long 15° 50' E

Sunday Nov 22nd

Steering S.E. & N saw right whales close aboard dropped a boat and got almost under took in sail and lay by for the night - 8 A.M. spoke the main 3rd miz. out 80 fms landed at Fayal. saw also a merchant bark bound S.E.

Lat 37° 35'

Long 16° 50'

Monday Nov 23rd

Calm spoke the main and had again moderate part rainy and squally - latter part more moderate the N in sight

Lat 37° 28'

Long 18° 49'

Tuesday Nov 24th

Strong breeze moderating & N put off for a right whale but he proved to have a trigger on his back. middle and latter part about calm

Lat 37° 30' Long 20° 20'

Wednesday Nov 25th

Light winds from N.W. shaved and anointed George & Sally. middle part strong winds from N.W. 9 A.M. heavy squalls took in J and Mm topsails and got down the royal yards ran under & reefed Jontail and close main topsail untill 11 past 11 when it coming on too heavy we were forced to heave to under the main spruce and close mizen.

No obs to day

Oh! how glorious it is to be rolling about here in a gale, I love, Oh! how I love to ride

on the fierce foaming bursting tide,

Ship Leonidas off the Cape of Good Hope then
 Remarks on Thursday November 26th 1846
 Laying in a gale heading up S. by E. & N. made
 some sail and squared away S. E. at daylight
 had all sail on and light winds Lat 37° 50' S
 Long 26° 00' E.

Friday Nov 27
 Calm & S. & N. blew down the sails and lay
 ballasting middle and latter part light
 winds from N. W. steering S. E. Lat 38° 7'
 Long 27° 23'

Saturday Nov 28th
 Steering S. E. with the wind from N. W. to N.
 and rather light Lat 38° 59'
 Long 29° 22'

Sunday Nov 29th
 Strong winds from N. N. E. and some rain
 steering E. S. E. latter part wind N. N. W. bent a
 new main royal Lat Sun 41° 11'

Monday Nov 30th
 First part light winds and cloudy, middle
 part rainy and squally, latter part strong
 gales from S. and the old Chronometer off
 duty again Lat 37° 52'
 Long 35° 22'

Tuesday Dec 1st 1846
 Strong gales from S. steering S. E. & E. latter
 part passed an English bark steering S. E.
 Lat 38° 3'
 Long 38° 10'

So we commence another month with no ail on
 board. I must say that we have had about
 as hard a drag as any one could ask for
 when we shall to Madagascar the Lord only knows

146 Bound to Hadagatcar for sperm whales¹⁰⁵
Remarks on Wednesday December 2^d 1846.
Strong gales put off for blackfish and all we got
by it was a Top sail tore in pieces, middle
part steering E & S wind W latter part more
moderate

Lat 37° 28' S

Long 42° 20' E

Thursday Dec 3^d

Light winds from W N W steering E repairing
damaged sails saw a brig going E S E

Lat 36° 32'

Long 41° 38'

Friday Dec 4th

Moderate steering E repairing sails saw a bark

Lat 35° 40' Long 46° 00'

Saturday Dec 5th

Light winds from S steering E N E fitted the
fore yard. latter part sent up a new M & S
yard

Lat 35° 7' Long 46° 25'

Sunday Dec 6th

Wind S E heading up N E middle and latter
part heading from N to N E saw a ship steering
S W

Lat 33° 7' Long 45° 50'

Monday Dec 7th

Strong breezes from E heading to the N N E. latter
part tack to S E

Lat 32° 12'

Long 45° 55'

Tuesday Dec 8th

Wind from E heading to S E took out the starboard
pump and fixed it middle and latter part
heading up E S E

Lat 32° 50'

Long 48° 00'

Wednesday Dec 9th

Light winds heading E S E painting the stern
latter part ditto ditto ditto

Lat 33° 00' Long 49° 25'

Ship Leonidas from the Cape (Decr
Remarks on Thursday Decr 10. 1846

Heaving & SE at usual latter part fitted new
wheel blocks

Lat 35° 18' S

Long 51° 41' E

Friday Decr 11.

Heaving up E and E by S at 6 P.M. wind S.W.
with rain squared away N.E. the Captain
rather unwell. 6 P.M. dropped a boat for blackfish
struck killed and drewed from one who
sunk and so we lost him too bad

No obs today

Saturday Decr 12.

Steering N.E. with heavy rain 2 P.M. the wind
all around the compass. 5 heavy squalls
put the ship under a reefed main topsail and
spencers and lay sagging. latter part light
wind from S.W.

Lat 31° 4'

Long 53° 5'

Sunday Decr 13.

Light winds from S.W. steering N.N.E.
put a new boat on the larboard crane
middle part wind from E and so continuing
with light rain

Lat 29° 40'

Long 53° 20'

Monday Decr 14.

"Was the same as Tuesday the 15 which was
like Wednesday Decr 16"

And that was moderate winds from the
E. heaving along to the N. without the
 Royals and studding sails and stowed
them away latter part fitting for action

Lat 25° 52'

Long 51° 30'

1846) of Good Hope to Madagascar 107
Remained on Thursday December 17th 1846.
Hurrah! here we are on the cruising ground
of Madagascar now we shall fork them over
one hundred barrells we will get in less than
a month from this time and as much more
as we can you may depend upon it. I have said
it. and I will also say that the wind is
E N E and we are steering N. the old chronometer
has refused to go. and we intend keeping her so
saw a bark bound W. middle and latter part
strong gales and heavy sea and repairing the
main top sail

Lat 23° 36' S
Long 30° 15' East

Friday Decr 18th

Strong gales from E heading up N. 7 f. h.
shortened sail and set 3 watches. latter
part cruising first one way and then the other.
sent the No top sail

Lat 22° 29'
Long 30° 10'

Saturday Decr 19th

Moderate winds from E. N. E. steering N. W. S. W.
shifted the fore and main top sails. at night took
in sail and after this you may take it for
granted that the ship lies under easy sail
every night without my making mention of
it daily. neither shall I tell you how many
times in the day we tack ship as we are going
half a dozen different courses each day looking
for what was never lost but you will have
the latitude and longitude daily at noon
and if you want to know more just work
the course and distance yourself if you
please and find out as I have to.

broke out between decks and }
Coopered the sail } Lat 23° 40' S
Long 49° 31' E

108 Ship Seavias Cruising (Deer
Remarks on board December 20th 1846.
Light winds from ENE steering to the NW latter
part steering to NW Lat $23^{\circ}45'$ S
Long $48^{\circ}21'$ E

Monday December 21st
steering to the NW towards night wore round to
ESE. set half watches again as I cannot
keep awake - 10 AM heavy rain and squally
no obs to day

Tuesday Deer 22nd
Strong winds from S and hard rain. towards
night it cleared up but on the latter part
blowy and rainy again. 6:45 light full Madagascar
Long $48^{\circ}50'$

Wednesday Deer 23rd
Strong winds and rainy latter part fine and
pleasant with the wind NE and we steering NW
Lat $23^{\circ}6'$
Long $48^{\circ}30'$

Thursday Deer 24th
Light winds and light rain 5 PM spoke the
bark Ann Parry. Perry 14 mo from Portsmouth
300. Alls heavy rain and moderate winds
latter part pleasant and light winds from
the S.
Lat $23^{\circ}29'$
Long $48^{\circ}39'$

Friday Deer 25th
Moderate winds painted the 2 spare boats
saw breaches which we call humpbacks
latter part saw large quantities of eishes
and drift wood and towards noon found
the water discoloured and at 12 saw the land
and hauled up by the wind SSW
Lat $23^{\circ}35'$
Long $47^{\circ}48'$

1846/ off the East Coast of Mendocino 109
Remarks on Saturday December 26th 1846.
Moderate winds from SE heading to SSW
the land in sight 20 miles dist 2 PM tack
to ENE and so we go all these 24 hours

Lat 22° 20' S
Long 48° 35' E

Sunday Decr 27th
Heading to ENE latter part strong winds
tack to SSW

Lat 22° 3'
Long 49° 37'

Monday Decr 28th
Strong winds from SE all this day with
nothing in sight

Lat 23° 53'
Long 49° 45'

Tuesday Decr 29th
Strong winds, at sunset took in every thing
but reefed Main Topail and let her lay
latter part fine weather

Lat 24° 26'
Long 49° 36'

Wednesday Decr 30th
Light winds saw a ship bound NW 5 PM
saw spouts to windward put off 2 boats
but found they were not sperm whales
so we came on board again latter part
repairing the Mainail

Lat 24° 30'
Long 49° 12'

Thursday Decr 31st
Light air and pleasant. latter part put
off for a finback thinking he was a sperm
whale but were disappointed.

Lat 23° 59'
Long 48° 35'

Thus ends the year of 1846. and I hope by
the end of another to have 500 or a thousand
barrels on board. but God only knows.
He will know what is best for us.

Ship Leonidas cruising (Jan 4)
Remarks on Friday January 1st 1847

A happy new year kind friends with us it commenced with fine winds and pleasant weather with finbacks very plenty. I cant help thinking how pleasantly I spent the last one helping brother Snow up street with I could help some one in the same way again. at daylight concluded to give the boys a holiday and do nothing seeing as 'twas new years day, but just see how bad it was for at 7 A.M. there was a school of whales there was no help for it so we down boats and the larboard soon struck hauled up and set his red flag flying when an unlucky lance cut the line and I'm off says he we kept on in pursuit of the others and before noon the waist and starboard boats each struck



Lat 23° 15' S
Long 49° 17' E

Saturday Jan 4th

A 2 P.M. the waist boat took her whale to the ship and at 4 past 3 we got the other one alongside and commenced cutting. This has truly been a good beginning for the new year if it will only hold out in the same way I shall feel thankful. at 9 P.M. got one body in and lay by the others for the night. at daylight hooked on and at noon had the other body in. saw spouts but could not say what they were

Lat 22° 30'

Long 49° 25'

Well now we have begun I wish some of our dear sisters could step in and take a look at us they would see a lot of dirty looking fellows.

1847/ off the East coast of Madagascar 1111
Remarks on Sunday January 3rd 1847
Cutting in heads to 4th finished and made
some sail at 2 A.M. commenced boiling and
so continue for the rest of the day Lat 23° 6' S
Long 49° 30' E

Monday Jan 4th
Moderate and pleasant, boiling. Saw breaches
and spouts wore ship for them but saw nothing
more. Latter part about the same Lat 23° 00'
Long 49° 27'

Tuesday Jan 5th
Light winds boiling. Latter part Hancock came
tumbling down from the main top and got
a little hurt in the side. I wonder he had not
broke his neck Lat 49° 20'
Long 22° 40'

Wednesday Jan 6th
Strong breeze to 4th cooled down and started
sail as usual Latter part getting ready for
a storm Lat 22° 52'
Long 49° 49'

Thursday Jan 7th
Strong winds and rather squally. Latter part
broke out the main hold and commenced
stowing oil on the Starboard side no oil today
Stowed 75 bbls total

Friday Jan 8th
Moderate winds and passing squalls 3rd 4th
finished stowing and chanced up. Latter
part strong winds. Lat 25° 41'
Long 49° 30'

"Back to the cry from the mast head high
The jayful there she blows
A sperm whale spout I have no doubt
To the leeward star she goes".

Ship Leonidas cruising (Jan)

Remarked on January 9th 1847

Strong winds and squally rainy weather middle and latter part light winds and some rain. took in the starboard boat to repair the having been cracked considerable by the whale. All well but Randall

Lat 24° 5'

Long 49° 00'

Sunday Jan 10th

Light airs and calm finished the boat and put her over the side. at daylight saw a whale spouting a long distance off but as we saw him only one rising could not tell what he was. Subsequent events proved him to be a sperm.

Lat 25° 19'

Long 48° 50'

Whales

Monday Jan 11th

Nearly calm. saw whales and put off for them but after working hard all the afternoon came on board at night empty handed latter part saw fin backs but we do not want them

Lat 25° 12'

Long 48° 55'

Tuesday Jan 12th

Light airs and calm at sunset took in nearly all sail and let her lay waiting for a blessing to descend. at daylight we saw it coming in the shape of whale but they acted so funny that we could not lower before 10 AM at which time we had a strong breeze and the whales going to leeward quick with I was fast to one

Lat 25° 31'

Long 49° 20'



113
#47/ off the East coast of Madagascar
Remarks on Wednesday Jan'y 13th 1847.
Fine pleasant weather 3 boats in chase at 6 AM
the waist boat took a whale to the ship
the other two boats still continued the pursuit
but at sunset gave it up for a bad job and
came on board at daylight began cutting
and at noon had his body in Lat 23° 32' S
Francis still off duty Long 49° 27' E

Thursday Jan'y 14th
Moderate and pleasant took in the head and
squares away for some breaches but could
not find anything all hands busy cutting up
junk, bailing case, and boiling out head. latter
part fine and pleasant Lat 23° 43' S
Long 49° 24' E

Friday Jan'y 15th
Light airs and pleasant 7 AM finished
boiling and saw breaches but could not make
out anything Lat 23° 20' S
Long 49° 43' E

Saturday Jan'y 16th
First part strong winds from E. latter part
saw breaches think they were sperm whales but
could not say. 12 spoke back George Washington
Baker 14 mo from New Bedford 700 and gave
them their letters Lat 23° 15' S

Sunday Jan'y 17th
Strong winds and pleasant. struck the oil
down in the blubber room and at night
had a game with the George M. latter part
nearly calm with some rain the G.M. in sight
Lat 23° 20' S
Long 48° 54' E

Ship Seacrest cruising Jan 18
 Remarks on Monday January 18th 1847
 Light winds and rain 2 P.M. strong winds
 from E.S.E. steering N.E. middle part heavy
 rain but pleasant on the latter part
 Hancock partially on duty Lat 22° 56' S
 Long 49° 13' E

Tuesday Jan 19th
 Light winds and pleasant repairing the
 main topsail - latter part repairing the
 Lat 22° 38' S
 Long 49° 31' E

Wednesday Jan 20th
 Light winds. bent the main topsail and
 on the latter part repaired the fly jib
 Lat 22° 46' S
 Long 50° 39' E

Thursday 21st
 Light winds from S working to the N
 latter part about the same Lat 23° 15' S
 Long 49° 54' E

Friday 22nd
 Ditto Ditto Ditto altered the close main
 Lat 22° 46' S
 Whales Long 49° 52' E

Saturday 23rd
 Light or rather moderate winds 1/2 part 3.
 Saw whales and a ship after them
 put off but found them galled and
 very shy, at 8 spoke bark Bruce, Cooper
 26 mo from S. Haven Co. she having been
 among the whales this forenoon. 7 A.M.
 put our letters on board and started co.
 repaired the No 1 Gallant sail Lat 23° 16' S
 Long 49° 29' E

47 for whales but finding none.

145

Remarks on Sunday January 24th 1847.

Moderate sea breezes but could make nothing of them latter part strong winds and rugged

Lat 23° 43'

Long 49° 4' E

Monday 25th

Strong winds and pleasant all the 24 hours

Lat 23° 54'

Long 49° 21'

Tuesday 26th

Strong gales and passing squalls latter part went the Fore topsail for repairs

Lat 23° 49'

Long 48° 49'

Wednesday 27th

Strong winds and rugged bent the topsail and saw the Bruce to windward

Lat 23° 37'

Long 48° 52'

Thursday 28th

Rugged at usual shifted the main topsail

Lat 23° 17'

Long 49° 1'

Friday 29th

Rugged and blowy latter part repairing the topsail

Lat 23° 00'

Long 49° 2'

Saturday 30th

Ditto all the way through in

Lat 22° 32'

Long 49° 24'

Sunday 31st

Rugged again finished the main topsail and stowed it away. So ends this month having taken about 130 bbls which will do very well if it only keeps on so. Hunt where was I last year at this time? Strange such thoughts will come into ones head! Lat 22° 45' Long 50° 00'

Ship Leonidas Looking for (Feb 7)
 Remarks on Monday February 1st 1847

I heavy squally weather carrying all the sail
 that the spars will bear latter part worse if
 anything

Lat 23° 00' S
 Long 50° 00' E

Tuesday 2nd

Strong gales and squally 4 P.M. sent
 down royal yards. latter part bent a
 new Topmast staysail and unbent the
 Foresail for repairs in

Lat 22° 12'
 Long 50° 40'

Wednesday 3rd

Strong gales and pleasant repairing the
 Foresail and on the latter part bent it

Lat 23° 40'
 Long 50° 6'

Thursday 4th

Strong gales on the latter part rather
 more moderate

Lat 24° 00'
 Long 49° 25'

Friday 5th

Strong winds and passing squalls
 latter part pleasant in

Lat 24° 55'
 Long 48° 52'

Saturday 6th

Strong gales 6 A.M. saw whales put
 off and chased to windward until
 noon when we gave it up for a bad job
 and came on board in

Whales

Lat 24° 29'
 Long 48° 14'

Sunday 7th

Strong winds spoke bark Gentleman
 Post 15, m. from New York 100 bbls

latter part saw the E. and another bark
 under easy sail in

Lat 24° 54' Long 48° 6'

117
847/ whales but catching none
Remarks on Monday February 8th 1847
Moderate heading to NE. 4th spoke the G. again
and supplied her with sweetening, Lat 25° 38' S



Tuesday 9th

Strong winds as usual latter part more moderate

Lat 25° 28'

Long 48° 15' E

Wednesday 10th

Moderate with a heavy swell on saw a bark to windward. hurt my left arm

Lat 25° 8'

Long 49° 18'

Thursday 11th

Moderate and pleasant latter part saw a bark to leeward

Lat 25° 12'

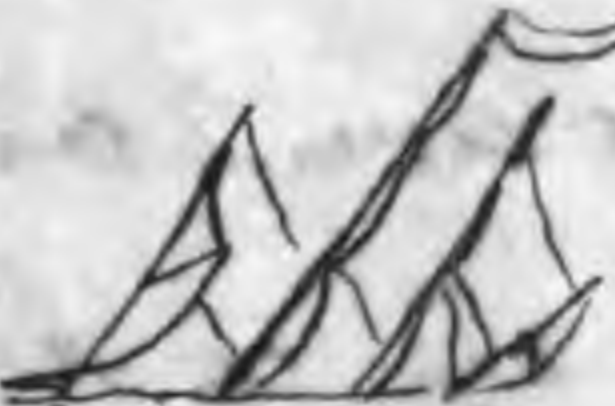
Long 49° 47'

Friday 12th

Moderate and pleasant at 4 spoke the Gentian and saw finbacks and albatrosses

Lat 25° 30'

Long 49° 13'



Saturday 13th

Strong winds and passing squalls the G in sight

Lat 26° 15'

Long 48° 23'

Sunday 14th

Moderate and pleasant the G in sight. latter part saw finbacks and spoke bark Peri
heaven 8 mo 120 blt. gammy

Lat 26° 14'

Long 48° 00'



Monday 15th

Fine and pleasant gammy saw a bark to leeward latter part painted the fore and
hozen masts

Lat 25° 36'

Long 47° 56'

118 Ship Leonidas Cruising (Feb 17)

Remarks on Tuesday February 16th 1847
Strong breeze and some rain passed the
bark Pilgrim. 9 A.M. saw whales put off and
at struck one in

Lat 23° 47' N
Long 47° 40' E



Wednesday 17th

Moderate and pleasant one boat put to a
race-horse after carting her about until
1 P.M. the iron drew and away he
went. the shoal being in sight to leeward
gave chase and about sunset the larboard
boat struck and at 8 took him alongside
at daylight hooked on and at 12
had the body in

Lat 28° 56'

Thursday 18th

Strong breeze at 3 P.M. finished cutting
4 spoke bark Milwood Deane 6 1/2 mo
from N. Bedford 150 bls boiling. middle
part rainy and squally cooled down and
before midnight split the fish in a heavy
squall. 7 A.M. rather better weather comm^{ced}
boiling. the No and another bark in sight

Lat 25° 24'



Friday 19th

Strong winds and wet weather boiling
middle part fine. at daylight saw
the land bearing N 30 miles distant
and 2 barks got out a new fish and bent
it

Lat 25° 53' Long 47° 9'

Saturday 20th

Strong gales and rugged 3 sail in sight 4
P.M. finished boiling latter part still blowy
one bark in sight

Sun Obskured

114
1847 for whales and catching and
Remarks on Sunday February 21st 1847
Strong gales and rough weather at daylight commenced
stowing oil in the main hatchway L side and so
ends the Sh in sight $\frac{175}{187}$ stowed Lat 27° 10' S
total Long 49° 5' E

Monday 22nd

Fine pleasant weather took up the oil from
between decks and stowed it. middle and
latter part fine weather Lat 27° 15'
Long 50° 00'

Tuesday 23rd

Light airs and calm making a new miserie
Top gallant mast. Saw a merchantmen bound
to the NW Lat 26° 52'
Long 50° 2'

Wednesday 24th

Moderate with some rain. middle and latter
part somewhat squally Lat 25° 10'
Long 49° 42'

Thursday 25th

Fine and pleasant at sunset have too latter
part saw the Thocian and Milwood Lat 25° 57'
Long 48° 56'

Whales Friday 26th

Pleasant saw 2 barks to leeward at 4 saw them
manoeuvring ran for them and just before sunset
saw the whales but too late to lower at 7 spoke
them the Milwood and Peri latter part calm
sent up the new JG mast Lat 25° 11'
Long 48° 49'

Saturday 27th

Light airs and calm 7 PM gunning with
the Milwood Peri and Foscoe Toby 7 mo 33 oblt
latter part in co with the Foscoe 3 more sail in sight
so ends rainy Lat 25° 30' Long 49° 00'

Ship Leonidas cruising for whales (March
Remarks on Sunday February 28th 1847

Moderate and rainy gambling with the Pease
the Pilgrim in sight latter part fine. Lat 25° 50' S
Long 48° 30' E

Monday March 1st 1847

Saw fin backs plenty and at daylight saw 3
wooden ones to leeward whaling ran down but saw
no whales

Lat 25° 25'

Long 47° 54'

XXX

Tuesday March 2nd

Saw the land. 3 S. M. spoke the Milwaukee
at 6 the land 7 miles distant tack off
and gammed with the M. the Geo Washington
struck and drewed this morning. latter part
squally spoke the G. M. and saw 2 more barks

Lat Sun obscured

Wednesday 3rd

Strong winds and squally saw 3 sail and
a blackfish

Obscured

Thursday the same Lat 25° 17'

Friday 5th

Long 49° 00'

Strong winds moderating at sunset had all sail
on latter part rainy and squally Lat 24° 50'

Long 48° 40'

Saturday 6th

Commenced with heavy rain at 6 S. M. fine
and pleasant one sail and a few fin backs
in sight latter part repairing the fly jib
and shifted the M. S. sail

Lat 23° 38'

Long 48° 27'

Sunday 7th

First part light air and calm latter
passing squalls of rain

Lat 26° 5'

Long 48° 15'

1847/ and catching and
Remarks on Monday March 8th 1847.

Moderate winds and passing squalls of rain
latter part clearing

Lat 24° 30' N

Long 48° 59' E

Tuesday 9th

Moderate cutting up the old M & S sail middle
part heavy squalls latter evening. Squally &
rough weather but moderating fast

Lat 25° 34'

Long 49° 25'

Wednesday 10th

Moderate with passing squalls saw breaches
latter part fine unbent the Fore Topsail for repair
saw a bark

Lat 25° 10'

Long 49° 30'

Thursday 11th

Light winds and pleasant bent the Fore Topsail and
shifted the jib latter part strong winds

Lat 25° 46'

Long 49° 45'

Friday 12th

Moderate with passing squalls struck a porpoise
and broke the iron. 9 A.M. saw whales put off
and at 12 had one boat fast

Lat 25° 10'

Long 49° 00'



Saturday 13th

Moderate at 1/2 past 3 the Larboard boat took
a whale to the ship got dinner and hooked on
at dark lashed down for the night latter part
finished cutting and made sail in

Lat 25° 27'

Long 48° 55'



Sunday 14th

Moderate, boiling. 6 spoke the Milwood having taken
one whale. at 10 A.M. saw her strike and lose
a whale we chased but could not come up with
them so ended boiling M/Whales

Ship Seacat cruising (Harsh)
 Remarks on Monday March 15th 1867
 Boiling the skin sight. 7 A.M. finished and
 made all sail

Lat 23° 46' S
 Long 49° 20' E

Tuesday 16th

Light winds at 5 P.M. 3 sail in sight to leeward
 middle part raining and squally at 8 P.M.
 spoke the Thorian North 8 mo 200 whale 150 sperm
 so ends jamming

Lat 23° 30'
 Long 48° 40'

Wednesday 17th

Strong winds and raining 3 P.M. spoke the
 Peri and Milwood and had a general gam
 latter part commenced stowing oil in the
 main hold. the Thorian in sight sun obscured

¹⁸⁷ slowed
 248 total

Thursday 18th

Squally and raining stowing down 6 finished
 latter part some light rain

Lat 22° 50'
 Long 49° 10'

Friday 19th

Light air cooper repairing rotten casks
 latter part calm

Lat 23° 10'
 Long 48° 40'

Saturday 20th


Calm 3 P.M. squally. latter part fine
 altering a jib in

Lat 23° 26'
 Long 48° 30'

Sunday 21st

Acute and pleasant latter part saw
 the Thorian also the land about 25
 miles distant as near as we can guess



Lat 23° 45'
 Long 48° 29'

123
1847 for whales but finding none
Remarks on Monday March 22^d 1847
Light winds and pleasant 6 A.M. spoke the
bark Pilgrim Lettys 7 mi from Somerset 130
middle part some rain latter part fine

Lat 23° 44' N
Long 48° 35' E

Tuesday 23^d
Nothing in sight but the Pilgrim and Phocian
parted a S. by E. mast shroul
Lat 23° 44'
Long 48° 28'

Wednesday 24th just the same

Thursday 25th
Good weather yet spoke the Peri 170 bls. middle
and latter part rainy and squally during the
night came very near knocking the Peri to
splinters
Long 48° 26'

Friday 26th 
Raining until 2 P.M. when it cleared off at 6
saw the Friscoe Perry Millwood Pilgrim and
Phocian and that is all the fleet here now
7 spoke the Friscoe 350 sperm 130 whale latter
part strong breeze

Lat 26° 20'
Long 48° 50'

Saturday 27th
Moderate and pleasant the Friscoe in sight
Lat 26. Long 49° 3'

Sunday 28th
Light airs and calm nothing in sight
Lat 25° 10' Long 48° 16'

Monday 29th
Fine winds and pleasant standing in
for the land at 10 A.M. saw it and
at 12 we were about 20 miles distant
from it
Lat 25° 20'
Long 48° 00'

Ship Seonidas cruising for (April
 Remarks on Tuesday March 30th 1847
 Brisk breeze and clear weather steering for
 the land at 4 past 3 P.M. sent in a boat
 but could not land on account of the
 breakers. returned on board and stood off
 caught a porpoise. 7 A.M. saw the Phocian
 whaling ran for her of course and had the
 satisfaction of seeing her take 3 out of a
 shoal. at 10 we saw them and gave chase
 with the ship

Lat 25° 35' S
 Long 48° 40' E



Wednesday 31st

Accurate and pleasant at 1 P.M. put off for
 the galleed whales but only galled them more
 at 4 came on board ugly as sin. at 5 dropped
 down again and at 7 the starboard boat
 hauled one alongside with thick rainy weather
 6 A.M. about calm commenced cutting 10
 spoke the Porcoe and several

Lat 25° 41'
 Long 48° 30'



Thursday April 1st 1847.

2 P.M. finished cutting and commenced boiling
 the Porcoe and Phocian in right latter part
 about 12.20

Lat 25° 26'
 Long 48° 26'

Friday 2nd

Light winds and pleasant saw the land
 also the Porcoe and Pilgrim at 11 finished
 boiling with a little rain

Lat 25° 20'
 Long 49° 8'



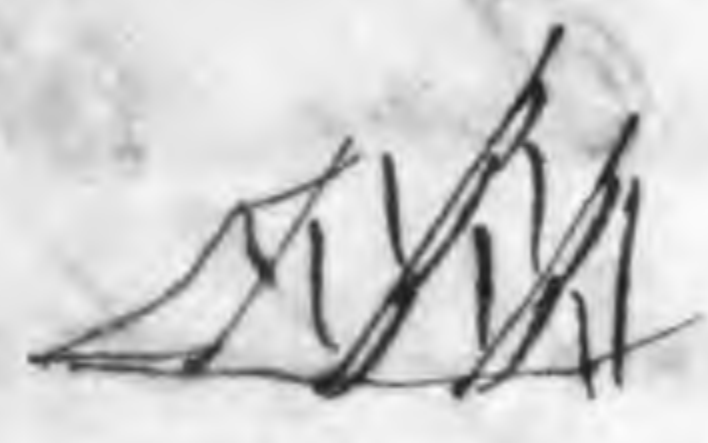
Saturday 3rd

Light winds and pleasant 6 spoke the
 Porcoe. midnight heavy squalls
 latter part pleasant

Lat 25° 5'
 Long 49° 15'

125
47/ whales and catching and
Remarks on Sunday April 1st 1867
Light winds and pleasant the ~~Se~~ in sight
Latter part stowed the oil in the main hold
$$\begin{array}{r} 248 \\ 61 \text{ stowed} \\ \hline 309 \text{ Total} \end{array}$$

Lat 23° 26' Q
Long 49° 10' E

Monday 5th
First part spoke and engaged with the
Pilgrim she having taken nothing since we
saw her last. Latter part repairing rotten casks

Lat 22° 00'
Long 49° 15'

Tuesday 6th
Brisk breeze and pleasant weather saw a
fish back
Lat 23° 00' Q
Long 49° 25' E


Wednesday 7th Ditto

Thursday 8th Ditto repairing F I G sail

Friday 9th

Ditto as to the weather. Bent the F I G sail and
repaired the mizen
Lat 23° 31'
Long 48° 25'

Saturday 10th
Strong breeze saw the land. Latter part
saw the Pilgrim & Thocian
Lat 23° 34'
Long 48° 12'

 Sunday 11th
Strong winds 2 P M spoke the Thocian
stowing down she has 200 whale 270 Sperm
Latter part put off for blackfish but could
not strike
Lat 23° 16'
Long 48° 35'

Monday 12th
Fresh breeze from NE working to the Q
Latter part saw the F to windward
Lat 23° 52'
Long 48° 5'

1126 Ship Leonidas cruising for whales (April
Remarks on Tuesday April 13th 1847.
Strong breezes and pleasant. Latter part
raining and baffling winds

Lat 24° 25' S
Long 48° 18' E

Wednesday 14th

Light airs and pleasant 4 P.M. shifted the
Main topsail at 5 heavy squalls of wind and
rain put her under a reefed Main topsail and
spencers and let her lay heading to ESE wind 5
7 A.M. strong gales spoke bark Dove Douglas
5 P.M. from New London clear

Lat 24° 10'
Long 48° 40'



Thursday 15th

Strong gales and cloudy weather the Dove &
Pilgrim in sight to leeward latter part about
so so rough enough

Lat 23° 20'
Long 49° 5'

Friday 16th

Strong gales 2 P.M. spoke the Dove & Pilgrim
latter part more moderate unbent the lower
topsail for repairs. 10 A.M. saw the land

Lat 24° 20'
Long 48° 8'

Saturday 17th

Moderate 4 P.M. bent the topsail and spoke the
Dove. 8 spoke ship Friendship. Stott 6 m. from
N. Haven 8 o'clock latter part 3 sail in sight
absterning the main topsail

Lat 23° 39'
Long 48° 28'



Sunday 18th

Moderate and pleasant finished and bent the
topsail at 6 spoke the F. again and had a gain
latter part light winds

Lat 22° 44'
Long 48° 25'

127
47) off the East coast of Madagascar
Remarks on Monday April 19th 1867

First and latter part light winds and pleasant
middle part some rain. the S in sight to windward

Lat 23° 45' S
Long 48° 12' E.

Tuesday April 20th

Moderate and pleasant saw the land and the S
to windward middle and latter part rainy
saw pinbacks.

Lat 24° 00' S
Long 48° 00' E.

Wednesday 21st

Moderate with some rain, 5 A.M. heavy rain
and so continues. latter part fine weather a
pinback seen & wonderful.

Lat 24° 10' S
Long 48° 00' E.

Thursday 22nd

Strong winds, standing to the N. L. saw land wore
off and shortened sail. middle part heavy rain
9 A.M. strong gales from N.W. squared away E
with the land in sight.

Lat 24° 4' S
Long 48° 15' E.

Friday 23rd

Strong breeze and fair weather, steering to E. & E.
saw a ship. latter part shifted the S. Topmast.
Stay sail and repaired both of them in

Lat 24° 9' S
Long 49° 00' E.

Saturday 24th

Strong S.W. steering N.E. latter part about
so so hard times enough

Lat 23° 21' S
Long 50° 21' E.

Sunday 25th

Strong winds steering to the Eastward at sunset
have too latter part wind S.E. heaving up E. & N.E.

Lat 22° 31' S
Long 51° 14' E.

128 Ship Seavides cruising in the caw-yard (May
Remarks on Monday April 26th 1847.

Strong winds from S.E. latter part steering off
W unbent the mainsail for repairs and painted
the main yard Lat 22° 00' S
Long 50° 43' E

Tuesday 27th

Strong winds repairing mainsail at dark have two
waiting. 7 A.M. squared away N.W. to saw them
bent the mainsail and at 12 down and gave
chase to them



Lat 21° 49'
Long 50° 5'

Wednesday 28th

Moderate and pleasant at 4 P.M. the Harboard boat
took a whale alongside the other boats in chase at
dark they gave it up and came on board,
at daylight commenced cutting, raining heavy
and so continued until noon by which time
the whale was in. No Ah! today

Thursday 29th

Moderate and the weather clearing up fast
commence boiling, latter part nothing seen
worthy of note

Lat 22° 00'
Long 50° 00'

Friday 30th

Light air and calm boiling at midnight
finished latter part brisk breeze Lat 21° 40'
Long 49° 34'

Saturday May 1st

Strong breeze cooping oil latter part stowed it
in the main hatchway with strong breeze and
rugged weather

Lat 21° 14'
Long 50° 30'

309
44
354 total
8 1/2 mo ant

847/ and catching the bulls by the tail. 129
Remarks on Sunday May 2^d 1847.

Strong breeze finished stowing and stenciled up
latter part keeping Sabbath

Lat 21° 20' S
Long 50° 9' E

Monday 3^d

Fine breeze & pleasant saw finbacks latter part
shifted the starboard boat. at 10 A.M. saw whales
put off for them and so ended in

Lat 22° 00'
Long 49° 50'

M/Whales

Tuesday 4th

The whales all up in a heap and we get none of them
at sunset came on board on the latter part saw
more going to windward eye out. so we will give
it up for a bad job and trust to next time

Lat 21° 38'
Long 49° 45'

M/Whales

Wednesday 5th

Fine breeze and pleasant the whales just in sight
to windward going latter part repairing boat

Lat 21° 27' Long 49° 35'

Thursday 6th

Light winds and pleasant at 11 saw whales
and at 12 gave chase in the boats

Lat 21° 44'
Long 50° 21'



Friday 7th



Light winds and pleasant L. & M. starboard
boat took a 70 to the ship and commenced cutting
at sunset waist boat came along with a 50. lashed
down and at 8 commenced boiling. at daylight
commenced cutting and so continue in

Lat 21° 27'
Long 49° 50'

Doing a pretty good stroke of business Harry is
just now. I wish some of our good folks at home
could look in upon us just now would be a sight to

1130 Ship Janidas still cruising in the yard (May
Remarks on Saturday May 8th 1847.
Light winds and pleasant. 5 P.M. had both
bodies in and lay by the heads. boiling.
latter part took in the heads. saw sprouts and
think them sperm whales but not sure. Lat 21° 55'
Long 50° 46'

Sunday May 9th
Light winds and pleasant 3 P.M. finished
bailing cases and made same sail latter
part about the same, still boiling Lat 21° 20'
Long 50° 24'

Monday May 10th
Boiling at midnight finished. 6 A.M. comm
stowing oil in the main hold but before
noon it began to rain heavy and put a stop to
the work Sun obscured

Tuesday May 11th
Raining. 2 P.M. clear and pleasant took in the
old waist boat and put out a new one
at daylight commenced stowing again
and about noon filled off the main hold
 $\begin{array}{r} 353 \\ 70 \\ \hline 423 \end{array}$ total 9 mo out Lat 22° 3'
Long 50° 20'

Wednesday May 12th
Light airs and calm finishing the main and
after hatchways latter part stowed the remainder
of the oil in the fore hold & side Lat 21° 48'
 $\begin{array}{r} 423 \\ 48 \\ \hline 471 \end{array}$ total 9 mo out Long 50° 47'

Thursday May 13th
Light airs cleaning ship and clearing up
between decks latter part repairing rotten
casks. Lat 21° 38'
Wish I was at home to Long Long 50° 26'
a basket to night, 2 barrels

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1847 / picking up May baskets

131

Remarks on Friday May 14th 1847.

Light winds. Saw finbacks latter part repairing the old waist boat and setting up Shooks.

Lat 21° 20' S

Long 50° 2' E

Saturday 15th

Repairing boat and fitting Shooks. 5 P.M. saw a bark to windward and thank fortune she went off as fast as possible so we have the cow yard to ourselves yet. latter part some rain

Lat 21° 45'

Long 49° 1'

Sunday 16th

Soldrums. latter part calm saw porpoises and cowfish

Lat 21° 58'

Long 49° 48'

Monday 17th

Light airs & calm steering SE latter part began to clean ship outside but a strong breeze coming on gave it up and unbent the fly jib to repair

Lat 21° 33'

Long 50° 20'

Tuesday 18th

Light winds bent the fly jib. at daylight saw whales put off and the Harboard boat struck and drewed from one in

Lat 21° 10'

Long 50° 20'



Wednesday 19th

The boats still chasing at 3 P.M. the Harboard boat took a 55. alongside and commenced cutting at dark lashed down and at 9 P.M. began to boil latter part finished cutting and made sail looking for more.

"I stowed my best it wouldn't do"

I told her shed regret

thid spoil my heart and chances too" who pray?

Lat 21° 00'

Long 49° 49'

132 Ship Leonidas cruising between (May
Remarks on Thursday May 20th 1847
Light winds boiling middle and latter
part calm Lat 21°15' S. Long 49°36' E

Friday May 21st
Calm. L & M finished boiling and washed
off. latter part broke out and stowed off
the fore peak Lat 21°00' Long 49°59'

Saturday May 22nd
Moderate and pleasant stowing the fore-peak
middle part same rain. latter part strong
winds and heavy rain all the forenoon
Sun obscured

Sunday May 23rd
Strong winds and cloudy weather. latter
part ditto Lat 22°27' Long 49°40'

Monday May 24th
Blowzy and rainy at sunset quite a gale of
wind with rain thunder and lightning in
abundance. latter part clear weather commenced
stowing oil in the fore hold Lat 22°28'
Long 50°12'

~~471~~
~~525~~ total Tuesday May 25th
Strong breezes and pleasant finished stowing
and cleaned up all ready for another. latter
part same rain in Lat 22°00' Long 50°00'

Wednesday May 26th
Light airs and calm quickening. latter
part making a carpenter's bench
Lat 21°14' Long 50°12'

Thursday May 27th
Light airs and pleasant with nothing
in sight latter part cleaning ship
outside Lat 21°19'
Long 50°9'

1847) Madagascar and Bourbon and Rosny lines ¹⁵³

Remarks on Friday May 28th

Light air clearing ship. 4 P.M. raining. middle part
some rain latter repairing an old boat between
squalls

Lat 21° 10' S. Long 51° 12' E

Saturday May 29th

First part thick squally weather. 4 P.M. quite clear
and pleasant latter part calm saw a few finbacks

Lat 21° 20' Long 51° 45'

Sunday May 30th

Strong winds from NW & W at 1 P.M. concluded
the season ought to be about up so we squared away
E & S for Bourbon with all sail on. middle and
latter part light winds & calm with finbacks plenty

Lat 21° 44'. Long 53° 00'

Monday May 31st

Pleasant breeze from NW & W steering E & S. 3 P.M.
calm and so continued through the night.

Latter part a light breeze from SE. saw Bourbon
bearing E. repairing the spanker in

Lat 21° 30'

Found our chronometer about 20 miles

Long 53° 30'

to the W of true. therefore add that to the long given before
and hereafter

Whales Tuesday June 1st 1847.

Light air squared away NW 2 P.M. saw whales
put off but could not come up with them. at dark
thick rainy weather which continued until morning

at 7 A.M. strong winds from NE. concluded to go
back to the cow yard again so squared away W
and at 10 saw whales. put off. the Harbored boat
struck and down! down! down! he went taking

2 large and one small tub of line with him
we chased them out of sight and then started for
the ship.

Lat 21° 30' Long 53° 30'

If you wish to see an ugly looking and savage
acting set of men come here just about these times


Ship Leonidas cruising June
 Remarks on Wednesday June 3 1867.
 Light air and calm. 2 P.M. the boats got
 on board again. We must have something
 to pay for this days work so back we go to the
 cow yard as fast as possible Lat $21^{\circ}35'$
 Long $53^{\circ}22' E$.

Thursday June 3rd
 Light air with finbacks plenty latter part
 a good breeze from E. Lat $21^{\circ}45'$
 Long $52^{\circ}42'$

Friday June 4th
 Calm. fitting rigging and repairing casks
 latter part repairing the jib. Lat $21^{\circ}28'$
 Long $52^{\circ}25'$

Saturday June 5th
 Nearly calm commenced painting ship outside
 bent the jib and at 8 A.M. boarded bark
 Lady Lilford 96 days from Dundee for Bombay
 so ended painting ship in Lat $21^{\circ}19'$ Long $51^{\circ}36'$

Sunday June 6th
 Light air and pleasant finished painting
 middle and latter part steering to the S.W.
 Lat $21^{\circ}58'$ Long $50^{\circ}50'$

Monday June 7th
 Steering S.W. at 1 P.M. saw whales put off
 and at 6 the Harbord boat took a 70
 alongside. at daylight strong winds and
 rugged hooked on and commenced
 cutting  Lat $22^{\circ}00'$ Long $50^{\circ}44'$
 This was a large tough, ancient, beast and
 we thought he was a fine prize but he turned
 out small potatoes for one of his size
 his teeth were all rotten and one of them dropped
 out on deck. had we not killed him he would
 soon have dried up and blown away. Henry

1847 in the old cow-yard again

135

Remarks on Thursday June 8th 1847.

Strong winds cutting L & M finished the body and began to boil. at 11 P.M. the head chain parted and off it went. put off 3 boats and at 1 A.M. got him alongside again. at daylight quite a gale with rain pouring not dropping down commenced on the head and by noon had it safe on deck in Lat Observed by rain which is fast clearing away

Wednesday June 9th

Commenced quite moderate and towards night some rain boiling as fast as the rain will let us middle and latter part strong winds and clear weather. Lat 21° 18' Long 50° 20'

Thursday June 10th

Strong winds boiling L & M saw whales put off for them but too late to get on latter part the weather about the same Lat 21° 20' Long 50° 15'

Whales Friday June 11th

Strong winds 3 P.M. finished boiling latter part quidding. Lat 21° 00' Long 50° 28'

Saturday June 12th

Strong gales. at daylight more moderate commenced stowing in the fore hold on the S. side ⁵²⁶₇₃ Lat 21° 12' Long 50° 26'

599 Sunday June 13th

Moderate, at 2 P.M. finished stowing latter part rainy squally weather Lat 21° 20' Long 50° 39'

Monday June 14th

Light winds and some rain L & M strong brewed from S working to the S.E. in search of a whale to pay for the trouble we had with the last one. Lat 21° 26' Long 49° 50'

Ship Leonidas taking her last (June
Remarks on Tuesday June 15th 1867.)

Moderate and pleasant with finbacks in
sight latter part nearly calm boarded ship
Colbert 84 days from Havana to Boston -

Lat 21°40' N. Long 50°40' E

Wednesday June 16th

Heavily calm latter part saw breaches but the
was so light that we could not get near
them with the ship Long 50°00'

Thursday June 17th

Light baffling winds saw whales going eyes
out call the humpbacks but am not sure
latter part saw finback Lat 21°30' Long 51°2'

Friday June 18th

Light airs making lance-works latter
part calm. Lat 21°25' Long 51°25'

Saturday June 19th

Calm - Calm - Calm - latter part a very
moderate breeze at 11 saw whales in Lat 21°12'

Long 49°35'



(70)

Sunday June 20th

Moderate, at 1 put off 3 boats and at 5 the
waist boat took a 70 to the ship. middle
part some rain at daylight hooked on
and went to cutting in Lat 21°14'

Monday June 21st

Moderate at 10 past 2 finished cutting and
built a fire middle and latter part
fine weather heading to the NE Lat 21°2'

Long 49°10'

Tuesday June 22nd

Strong SE winds heading on the Eastern
tack boiling middle and latter part
about the same Lat 20°29'

Long 49°42'

137
beat from the yard and leaving for Johanna

Remarks on Wednesday June 23rd 1847
Strong breeze & pleasant 3 P.M. finished boiling
at 8 A.M. squared away N.E. and made all sail
Our season is now up in good earnest Lat 19° 11' S
as we have but 2 casks of water on hand Long 50° 30' E
and some of our boys begin to feel sick. we have been
on this ground about 6 months and have got 650 bls
strong. we are about 10 1/2 months from home and it is about time
to go for that is long enough for men to live on the ocean at
one time so away we go for Johanna.

Thursday June 24th

Strong winds steering N.E. at daylight began to
stow oil in the fore hold. at 11 saw whales
but they soon went out of sight to windward
at 12 finished stowing in the fore hold being
now all full between the fore and main hatches

599
47
646 total W. Whales Lat 18° 00'
Long 51° 10'

Friday June 25th

Strong winds and rugged at 1 P.M. saw
more whales put off for them but they were going
quick to windward at sunset came on
board not getting near them. Lay by for the
night and in the morning squared away
N.W. and put the remainder of the oil
about 20 bls in the blubber room to fill with
when we cooper Lat 17° 27' Long 51° 00'

Saturday June 26th

Strong winds steering N.N.E. at sunset took in
the light sails. latter part steering N.W. +
N.W. & W Lat 15° 37'
Long 50° 55'

"Orders are given for sailing"

"Strait into port to have some A/part"

"And get the stores recruited" whaling song by popkorn

Ship Leonidas bound for (July
 Remarks on Sunday June 27th 1847
 Moderate and pleasant steering N W by W 3 4 M
 saw the land bearing NW by W at sunset
 squared off to the land 35 miles dist. latter
 part strong winds running down along with the
 land about 20 miles dist. Lat 13° 27'

Monday June 28th

Strong winds from S at sunset off port
 Leven the land 10 miles dist took in light
 sails and shaped our course for Cape Amber
 which we passed at 4 A.M. and hauled up
 W by N wind E S E which gradually left
 us untill at noon we were becalmed in
 Lat 11° 56' Long 48° 8'

Tuesday June 29th

Light airs from E S E heading W by N middle
 part calm at daylight Madagascar in sight
 astern and Glorioso bearing N N W 12 miles
 dist. a light breeze from S S E carried us
 past and at noon we were becalmed with
 no land in sight from deck in Lat 11° 46'
 Long Glorioso bears E N E

Wednesday June 30th

Light airs steering W by S middle and
 latter part calm Lat 11° 48' Long 46° 30'

Thursday July 1st 1847

Calm and so continued repaired and
 bent the mizen to gallant sail. 7 A.M.
 a light wind from SW heading to
 the N. setting up shoals for water
 Lat 12° 1'
 Long 45° 55'

1847 and arriving at Johanna 139
Remarks on Friday July 2 1847.
Fine winds from S steering NW. struck royal
yards. 1 P.M. saw Johanna ahead and Mayatta
aboard. at 12 we were in under the E side of
Johanna becalmed, struck to gallant yds. 9 A.M.
took a strong breeze and worked along up
and at 2 P.M. came to anchor off the black
rock in 9 fms water with the larboard anchor
so ends this cruise the longest I ever made being
nearly 11 mo out with 660 bls, remainder of the
day spent in trafficking with the black-teeth
ugly-visaged betel-nut-chewing-mahomedan niggers

Saturday July 3^d

Took off a few casks of water in the morning
and sent the larboard watch ashore on
liberty. the rest of in cleaning guns

Saturday July 4th or rather Sunday

At day light weighed anchor and dropped down
nearer the town with rainy squally weather
sent the other watch ashore and at 12 fired
a salute of 6 guns in honor of the day

July 5th and 6th

One watch on liberty the rest busy on board
as usual in port.

Ship Leonidas Sailing (July
 Remarked on Sunday July 11th 1867.
 Strong winds the starboard watch ashore
 to A.M. arrived bark Delta (Weeks 22 mo from
 Greenport 1350 whale N N

Sunday 12th
 one watch ashore took off some cocoa nuts
 saw a bark in the offing E N N

Tuesday 13th
 Light winds and pleasant 3 A.M. arrived
 bark Dove Douglass 8 1/2 mo 120 sperm, one
 watch ashore 12 arrived bark Feri 13 mo 270-
 watch on board employee as most useful

14th and 15th
 Recruiting one watch ashore. sailed bark Dove

Friday 16th
 Carpenter fell overboard like to have lost him
 17th, 18th 19th
 One watch ashore, 2 P.M. arrived bark
 United States Smith 13 mo from Westport
 120 bls saw a brig in the offing.)

Tuesday July 20th
 Moderate with light rain at 12 arrived
 Queen Vic's brig Snake. all hands busy on
 board.

47 in Johanna recruiting 161
Remarks on Friday July 25 1847
Strong breeze and some rain in the morning
took off the remainder of the vegetables and at
4 P M got under way and started for the
African coast to wood and Cooper oil.

Saturday July 26"
Strong breeze at 1 A M passed Noohilla and
at daylight saw Comoro to leeward sun obscured

Sunday July 27"
Strong winds from S W heading up M B and M S
Lat 12° 40' S
Long 41° 28' E

Monday 28"
Strong winds and cloudy heading N B S. 11 P M
saw the land and wore off E. 5 A M wore in again
and at 10 off Point Badgely 8 miles east Lat 13° 28'

Tuesday 29"
Strong winds and strong weather current. 6 P M off
Sungore Point wore off. 5 A M wore in and at 9 were
a little to windward of Finca Shoal, made a
short tack off and at 3 P M came to anchor
in the river Fernam below in 8 fms water
found here bark Manteruma Allen 9 mo from
New Bedford 90 bls, he has been high and dry on
the reef that we came over in safety, and
reports a ship on the Finca Shoal.

What would I give for a letter. How pleasant 'twould
be to hear from home while lying here in the sunny
streams of Africa truly 'tis sunny. No wonder a nigger is
black I should be so myself. To live here a year
I wish me had an intelligent monkey on board to teach
these natives something.

Ship Leonidas Coopering oil (Aug)
 Remarked on Wednesday July 28th 1867
 Fine and pleasant at daylight commenced
 breaking out the oil in the main hatch to
 cooper. latter part got a little wood

Thursday July 29th

Coopering and stowing oil. 5 PM arrived
 the Delta and Feri from Johanna.

Friday July 30th

Commenced cloudy took up oil to cooper but
 a light rain falling struck it down
 under foot. latter part raining

Saturday July 31st

Rainy employed in stowing wood latter
 part all hands ashore wooding

Sunday August 1st 1867

Pleasant weather, all hands raising the ancient
 Henry on shore. 5 PM squally dropped the
 second anchor under foot.

Monday Aug 2nd

Somewhat foggy commenced coopering oil
 again middle and latter part fine
 pleasant weather

Tuesday Aug 3rd

Fine pleasant weather coopering oil at
 sunset finished all in the main hold

Wednesday Aug 4th

Strong breezes from E. all hands wooding
 and clearing up about the hatchways

847 / in Fernan before river 1635
Remarks on Thursday August 5th 1867
Commenced calm to A No strong breeze
all hands working shifted the Foretop sail

Friday Aug 6th
Shifted the Foresail and spent the day
in working

Saturday Aug 7th
Moderate and pleasant took off the last
of the wood and at 10 A M got under way
in co with the Delta & Feri and left the
river of Fernan before

Sunday Aug 8th
Good breeze and pleasant all hands
fitting boats. Wind S. latter part moderate
the Feri and Delta in sight Lat 15° 35' S
Long 41° 5' E

Monday Aug 9th
Light winds from S S E working to
the S middle and latter part calm
repaired the S S E sail and bent it the
Delta in sight Lat 16° 38'
Long 40° 12'

Tuesday Aug 10th
Light winds from the S E setting up rigging
forward middle and latter part calm the
Delta in sight Lat 18° 32'
Long 40° 26'

Wednesday Aug 11th
Light winds from S S E heaving S W fitting
rigging and cutting up the old fore topsail 5
I spoke the Delta latter part strong winds
from S saw a sail to windward Lat 19° 38'
Long 39° 28'

Ship Leonidas from Fernan Beloso (Aug
Remarks on Thursday Aug 12th 1847.
Strong winds repairing the Foresail the Delta
ahead and a strange sail to windward
latter part repairing the jib which was
split during the night saw fin & up
Lat 20° 30, Long 37° 40

Friday Aug 13th

Strong winds heaving up W S W one
sail ahead. middle and latter part
strong gales Lat 31° 46 Long 36° 26

Saturday Aug 14th

Strong gales and squally. 1 P M wore to E S E
latter part moderate wore to S W repring
jib. the Seri to leeward Lat 22° 1
Long 37° 34

Sunday Aug 15th

Moderate the Seri and Delta in sight
to leeward 5 P M tack to E S E. latter part
saw finbacks and porpoises Lat 23° 00
Long 37° 35

Monday Aug 16th

Fine and pleasant the Delta S to leeward
latter part repaired it. the M Top sail. 10 A M
boarded the Delta Lat 22° 50, Long 38° 34

Tuesday Aug 17th

Calm gunning with the Delta the Seri
to windward. shifted the Foresail latter
part fitting rigging Lat 23° 27
Long 38° 40

Wednesday Aug 18th

Light air and calm in co with the Delta
the S to leeward latter part a fine breeze
from E S E heaving S. fitting rigging
Lat 24° 53 Long 38° 40

147) towards the Saw Yards 145
Remarks on Thursday August 19th 1847
Moderate and pleasant heading up
latter part repairing an old boat and oil casks
the Delta to windward Lat 26° 19' S
Long 38° 39' E

Friday 20th
Light airs and smoky the Delta in sight
latter part heading S.W. Lat 27° 23'
Long 38° 33'

Saturday 21st
Light winds from S repairing boat & oil
casks. S.F.H. heading up E.S. Lat 27° 46'
Long 39° 00'

Sunday 22nd
Light airs from E.S.E. heading up S. latter
part heading S.E. saw finbacks Lat 28° 30'
Long 39° 56'

Monday 23rd
Heading up S.E. with finbacks plenty. latter
part the Peri and Delta to leeward wind
N.E. and N. steering E.S.E. with royal and
studding sail on Lat 29° 5'
Long 41° 12'

Tuesday 24th
Light winds at S.F.H. commenced with the 2
barks latter part heading up E.S. saw fin
and humpbacks plenty Lat 29° 45' 41"
Long 41° 43'

Wednesday 25th
Moderate heading up E.S. the barks in
sight latter part nothing in sight but
finbacks Lat 29° 35'
Long 43° 18'

Ship Leonidas on her way (Sept 1847)
Remarks on Thursday August 26th 1847

Light winds smoky weather and a head beat-
sea on. finbacks plenty. Latter part strong
winds from NE

Lat 29° 25' S

Long 46° 50' E

Friday 27. Ditto

Saturday 28. Ditto. 10 AM passed
an English ship bound N

Lat 30° 35'

Long 48° 00'

Sunday 29th

Strong winds and damp weather middle
part hard squalls of rain, wind, thunder
and lightning latter part rainy

Lat 29° 50'

Long 47° 00'

Monday 30th & 31st

Strong winds and clear weather, wind
about dead ahead

Lat 29° 24'

Long 48° 30'

Tuesday Sept 1st

Strong breeze with all sail going as fast
as we can and that is not much

Lat 28° 25'

Long 48° 7'

Thursday 3rd

Heaving SE saw a bark to windward
supposed to be the Peri

Lat 28° 59'

Long 49° 35'

5th 4th 5th & 6th

Light winds from the N and pleasant
weather, fitting rigging and putting reefs in the
jibs &c

Lat 27° 30'

Long 53° 38'

Tuesday 7th

Moderate and pleasant heaving N N W
middle and latter part strong winds

Lat 26° 25'

Long 52° 00'

47) from Peloso river to her cruising ground
Departed on Wednesday Sept 8th 1867.
Strong winds from the N at midnight strong
gales from S.W. steering N.W.E. Thank the Lord we
are blessed with a fair wind once more and
there is plenty of it too

Lat 24° 19' S
Long 52° 28' E

Thursday Sept 9th

Strong winds shifted the gale at sunset shortened
sail as usual for here we are once more on
our old cruising ground and may we find what
we left nothing more

Lat 23° 28'
Long 51° 48'

Friday Sept 10th

Strong Easter steering N. repairing the N.W. sail
Lat 22° 26' Long 51° 40'

Saturday 11th

Moderate working to the N.N.E. saw a merchant-
man to windward bound S.W.

Lat 21° 10'
Long 52° 6'

12th 13th 14th 15th

Moderate cruising about first one way and
then another but find nothing but finbacks
and porpoises

Lat 20° 56'
Long 50° 9'

Thursday 16th

Moderate steering off to the N. and at 11 A.M.
saw a shoal of whales. and 'twas a blessed
sight for we have seen none for 3 months



Lat 20° 12' Long 50° 00'

Friday 17th

Light winds at 1 P.M. put off for them and at
5 the harbour boat took one alongside. at
daylight hooked on and at noon had the body
in

Lat 20° 8'
Long 49° 42'


Ship Leonidas cruising
 Remarks on Saturday Sept 18th 1867
 Nearly calm 2 P.M. finished cutting and
 began to boil. middle part rainy cooled
 down twice and at 2 A.M. started again
 latter part calm and some rain Lat 20° 16'
 Long 49° 38'

Sunday 19th
 Calm. boiling. saw a bark. latter part
 finished boiling Lat 20° 46'
 Long 50° 15'

Monday 20th
 Light winds from E with finbacks in
 sight Lat 20° 57' Long 50° 22'

21st 22nd
 Light winds stowed the oil in the
 starboard fore peak Lat 20° 32'
 Long 50° 30'

653
 72
 725
 Total Thursday 23rd
 Light winds and pleasant saw finback
 and blackfish Lat 20° 3' Long 50° 12'

Friday 24th 
 at 1 P.M. took a blackfish to the ship
 the first we have got for the voyage, saw
 Humpback and on the latter part boiled the fish
 Lat 20° 6' - Long 49° 36'


Saturday 25th
 Light winds scrim. shunting 2 P.M. saw
 the lance and hauled up to the S latter part
 repairing the N I & G sail with strong winds
 saw jimmies I call 'em Lat 20° 38'
 Long 49° 38'

A letter! A letter. If my voyage almost would I
 give to hear from home and if I feel so bad now
 what will it be when I leave my behind for 3 or 4
 years, O money money give it me at most any price

47 Off the E coast of Madagascar 149
Remarks on Sunday Sept 26th 1847
Strong winds from NE bent the JG sail. Latter
part the wind gradually leaving us in Sat 21st 27
Long 49° 36'

Sunday 27th
Light winds and smoky weather. Latter part
saw fin of a
Lat 21° 00'
Long 50° 24'

Tuesday 28th
Moderate winds and evening thick weather. 6 AM
evening thick squally weather saw whales and
as the weather was so bad that nothing else
could be done on board put off for them and
he ends with a whale spouting red. Lat 20° 40'
Long 50° 15'

 Wednesday 29th
L. Blowing almost a gale at 1 PM the harbour boat
took a whale to the ship. raining hard hooked
on and at 9 in the evening had him all
in. at daylight began to boil with clear weather
and strong winds Lat 20° 51'
Long 49° 52'

Thursday 30th
Strong winds boiling midday part heavy rain
cooled down twice during the night. Latter
part strong breeze and passing rain Lat 20° 5'
Long 49° 55'

Friday October 1st 1847
Moderate winds and heavy swell boiling
at midnight finished. Latter part fine and
pleasant weather Lat 20° 21' Long 50° 13'

Her hair is jet. her teeth are pearls
Her eyes are the young gazelles
And every thought of her innocent youth
Is pure as a drop from the fount of truth. so says I

Ship Leonidas cruising for beto
 Remarks on Saturday October 2^d 1847.
 Light winds and pleasant. at daylight
 commenced stowing down in the fore hold
 starboard side Lat 20° 58' S
 725
 51
 776 total Long 50° 00' E

Sunday Oct 3
 Moderate winds and cloudy weather
 3 P.M. finished stowing latter part strong
 breeze and passing squalls saw jammers
 Lat 20° 12' Long 49° 36'

Monday Oct 4th
 Fine breeze and cloudy remainder S.S.
 Lat 21° 39' Long 50° 10'

Tuesday Oct 5th
 Commenced making a new foretop sail yd
 6" 7" 8" 9" 10" 11"
 All these 6 days light winds and fine
 weather finished and painted the yard.
 caught a porpoise and did some scrimshanking
 and find ourselves in Lat 21° 4' Long 50° 25'

Wednesday Oct 6th
 Calm sent down the foretop sail yard and
 sent up the new one with rain in abundance
 and the log-book says. "While in the act of crossing the
 yard Mr Payne being in the foretop and the captain
 and first mate on deck the 2 latter saw fit
 to give some necessary orders to the boatsteers
 and seaman aloft. Mr Payne not liking
 this told them that he could send up a yard
 without being interfered with. talking in
 rather an unreasonable manner to the captain
 he was called down and then told the captain
 that he could send a yard up as well as
 he could himself. and that he had been treated
 like a d-d boy all the voyage --

151
17 whaled off the east coast of Madagascar
Remarks on Tuesday October 12th 1867 continued
Mr. Fayne was ordered below and went
In the evening the captain called him and demanded
an explanation of his conduct, his excuse is that
he has been treated like a boy, that he has the
care of nothing, that as second mate he is of no
use on board, that he is always interfered with
in his duty and says he, "I won't do any more jobs
on board". "Well you shall not" says the captain
when I want you "I'll call you" "I be is now off duty
rather port calm Lat 21°10' Long 50°25'

Wednesday 13th

Light airs and calm with some rain rather port
fine breeze and cloudy overhead, scrimshanting
Lat 20°47' Long 50°22'

Thursday 14th

Light winds and clear weather, nothing in sight
Lat 20°30' Long 50°28'

Friday 15th

Nothing but a finback and a few fish to be seen
all hands busy scrimshanting Lat 19°46' Long 50°15'

Saturday 16th

Fine weather and nothing to do, so I polished 4 sticks
for canes. why can't we see whales, in a few days we
must start for St. Mary's and that will use this
month up completely, hard times enough last voyage we
had 1100 this time out, wonder how all the folks
at home stand it, Lat 20°52'
Long 49°36'

Sunday 17th

Moderate and pleasant rather port strong
breeze and nothing in sight Lat 21°00'
Long 49°39'

Ship Seondias cruising for whales Veto
 Remarks on Monday October 18th 1847
 Light winds and pleasant saw finbacks
 latter part strong breezes Lat 21° 30' S
 Long 50° 10' E

19th 20th 21st About the same nothing
 seen but finbacks ended in Lat 19° 44'
 Long 50° 15'

Friday 22nd
 Light winds working to the N saw Humpback
 latter part wind NE saw finbacks 18° 20'
 Long 50° 30'

Saturday 23rd
 Moderate and pleasant latter part saw
 finbacks and porpoises Lat 19° 19'
 Long 50° 55'

Sunday 24th
 Pleasant finbacks plenty in Lat 17° 36'
 Long 50° 35'

Monday 25th
 Light winds and pleasant saw breaches
 at daylight saw St Marys Island S end bearing
 Wb N 8 A M squared away for it ends calm
 Lat 17° 4' Long 50° 3'

Tuesday 26th
 Calm. 3 P M a breeze from E N E steering for
 S end of the Island which we passed at
 sunset made a few tacks and at 12
 came to anchor in 20 fms. 7 A M hove up
 and made sail for Inuits Island
 with wind and tide both ahead so ends
 beating up channel.

"Direct for port to have some sport"
 "And get the stores recruited"

1847/ on the E coast of Madagascar 155
Remarks on Wednesday October 27th 1847
Fine winds and pleasant beating up. 7th A.M. calm
anchored in 19 fms abreast the fort. 6 A.M. hove up
and dropped in to the anchorage and came too in
9 fms the fort bearing S.W. and Black-rock S.W. —
Remainder of the day rainy got a raft ashore and
at 4 P.M. blowing strong let go the second anchor
and sent down light spars. fine weather through
the night

Thursday 28th

First part fine, wind S.W. latter part rainy.
took off a raft of water, arrived Schooner Eagle from
Bourbon

Friday 29th and 30th

On liberty and taking off and stowing water as
fast as possible

Sunday 31st

Moderate winds from S.W. 10 A.M. hove up
and steered down the N channel. bound on a
cruise

Monday Nov 1st 1847.

Light winds steering down the N channel. at
sunset the N end of St. Marys bore N 1/4 mile dist
latter part strong winds mending sails Lat 16° 21'
Long 50° 50'

Tuesday 2nd

Strong winds from S steering to the E. latter
part to S.W. repairing sails Lat 16° 38'
Long 51° 30'

Wednesday 3rd

Fine and pleasant repairing sails latter
part saw Humphrey Lat 17° 29'
Long 50° 45'

Ship Leonidas cruising (Novr
Remarks on Thursday Novr 1st 1847

Light winds repairing sails latter part flying
squalls of rain Lat 17° 55' S
Long 50° 56' E

From the 1st to the 10th.

Light winds and pleasant weather repairing
sails and fitting rigging. working to the S and
seeing nothing but track ends in Lat 22° 22'
Long 51° 33'

Thursday 11th

Moderate steering N.W. saw breacher going
to leeward could not catch them think they
were humpbacks Lat 21° 45'
Long 50° 50'

Friday 12th

Pleasant weather and nothing to do Lat 20° 40'
Long 49° 56'

Saturday 13th

Strong breeze heading to the N at daylight.
saw land 9 A.M. it was 18 miles dist wore
to the S - leaving this ground Lat 20° 37'
Long 48° 52'

14th - 15th - 16th

Strong breeze working to the S. at noon (16th)
spoke the Foscoe Toby 17 mo 900 - part whale
Lat 22° 54'
Long 50° 00'

From that time untill the 21st we had strong
winds and some rain. working to the S slowly
at sunset (21st) spoke the Feri 16 mo 400 in
Lat 24° 29' Long 48° 53'

Strong winds untill Thursday 25th when we saw
saw black fish. at daylight saw 2 barks at
9 spoke the Foscoe and he endt gamming
the other bark is the Feri Lat 23° 53' Long 48° 36'

1847 on the East coast of Madagascar¹⁰⁵

Remarks Friday Novr 26th 1847-

Moderate and pleasant garrning. Saw the Pilgrim
Petty 350 bls - latter part strong winds saw humpbacks

Lat 24° 27' Long 49° 25'

Saturday 27th

Strong winds and neught seen latter part moderate

Lat 24° 40' Long 48° 37'

X

Sunday 28th

Calm 2 P M saw whales put off and the
Starboard boat had one missed came on
board ngly enough at dark - some light rain

Lat 24° 37' Long 48° 00'

From this until Decr 6th cruising about here
with light winds a sail seen occasionally
at 5 P M (6th) put off for humpbacks but could
not get on

Lat 24° 25'

Long 49° 19'

Then worked off to the N again with good weather
but rather smoky and most of the time light
winds saw 3 or 4 backs or perhaps the same
ones over until Tuesday Decr 16th

Strong gales and thick cloudy weather 5 P M
struck the royal yards middle part calm
with a bad swell on latter part a light breeze
from N heading N.W.

Lat 23° 4'

Long 49° 20'

Wednesday 15th

Strong winds from S.W. latter part moderate

Lat 22° 55' Long 48° 20'

Thursday 16th

Light winds saw the land and wore off
latter part saw the Frigate standing to the N

Lat 23° 41'

Long 48° 8'

How dull times are now

Ship Leonidas Cruising (Deer
 Remarks on Friday Deer 17th 1867
 First part light breeze and pleasant latter
 part strong winds and squally Lat 25°30' S
 Long 48°10' E

18" and 19"

Strong winds and passing squalls with
 cloudy smoky weather 5 P.M. saw the land
 10 miles dist latter part about the same

Lat 25°42'

Long 48°25'

Until the 28th Strong winds and rather
 smoky. (28th) Saw humpbacks at sunset passed
 an English merchant bark bound W
 latter part saw another

Lat 26°49'

Long 48°33'

29th Wednesday

Moderate winds and heavy swell from the
 E. repairing the M Topsail

Lat 25°52'

Long 49°25'

And the remainder of this year was spent
 cruising about here but seeing nothing. it
 is now a year since we saw our first whale
 since then we have taken 800 blk and if we
 can do as well for the next 12 months we
 shall have a good voyage in and get home
 in good season. I would give a good deal
 to hear from home even if it was bad
 news 16 months gone and not a word
 from home yet. ah! those good old winter
 evenings that I spent there 2 years ago
 how often they pop into my head I fear that
 they will not return again for me so much
 older and wiser and more discreet we
 shall all be, bah I'm almost 30, time I
 settled down for life with some one, who pray?

1847/ on the East coast of Madagascar

107

January 1st 1848 commenced with fine pleasant weather cruising in 22 1/2 S long 50 E nothing seen but porpoised. on the 2 boarded brig Favonte 4 days from Mauritius for London nothing worthy of note occurred until

47 1942
25-
18

Friday Jan 7th

Spoke bark Cornelia Thauclert 18 mo from N.B. 600 S 100 W and sent letters

Lat 22° 51'

Long 49° 10'

Wind light and weather pleasant until

Saturday Jan 10th

Strong wind from N.W. heading N.W. 3 1/4 P.M. saw land at 4 wore off the land 10 miles distant latter part strong breeze and clear weather

Lat 23° 27'

Long 49° 10'

Sunday Jan 11th

Strong breeze from E.N.E. heading S.E. during the night wore to N.W. and at 1/2 past 10 A.M. saw whales ahead in Lat 23° 25' Long 49° 18'



Monday Jan 12th

Fresh breeze and pleasant weather chasing whales with the ship at 1 P.M. put off 2 boats and at 3 took a whale (harbour boat) alongside. hook on and at 10 finished cutting made sail to E.S.E. at daylight commenced boiling -

Lat 23° 39'

Long 49° 18'

Tuesday Jan 13th

Moderate and pleasant boiling heading E.S.E. middle and latter part heading to the N.W.

Lat 23° 16' Long 48° 22'

"Thoughts of his home Thoughts of the fair"

"Bring the truest pleasure, la la la la"

Ship Leonidas cruising (Jan 4)
 Remarks from Jan 16" to 19" - Fine pleasant
 weather boiled out our whale and put it in the
 blubber room not having enough for a stow down
 saw nothing in the meantime and ended in
 Lat 23° 20' Long 48° 20'

Thursday Jan 20"
 Strong gales come on with rain plenty and
 continued until Saturday Jan 22"
 when it decreased and at sunset quite moderate
 at 6 AM light winds and thick weather
 made all sail and wore NW Lat 23° 37'
 Long 49° 20'

Sunday 23"
 Light winds and clear porpoises plenty. latter
 part some light rain and at noon saw a seal
 Lat 23° 32' Long 49° 2'

Monday 24"
 5 PM spoke the Mascot 19 mo 1850 - latter part
 nearly calm heading NW the sk just in sight
 and at 11 saw whales in Lat 23° 36'
 Long 49° 00'

Tuesday 25"
 at 1 PM put off and at 4 the harbour boat took
 one to the ship. eat until dark and lashed down
 to commenced boiling. at daylight strong winds
 and rainy squally weather saw the Peri
 and at 11 saw whales Lat 23° 32' Long 48° 6.1'

Wednesday 26"
 Strong gales from E and rain. Oh how sweet a large
 head alongside the Peri. and whales in sight
 at 1 PM the old man and Mr Payne started
 for them. On board we got the junk in and the case
 on and ready for bailing at 3 when the boats
 Whales

109
(Feb 8) off the E coast of Munday as ear
got on board not being able to strike. it rained too
hard I spase - bailed the case and it raining harder all
night and blowing a gale could not boil. at daylight
about the same. took the Fore shence and Topmast
stayseil put them over the works and worked up
at noon pretty good weather the Pascoe and Peri
in sight to leeward — Lat 23° 52'

Thursday 27"
Strong gales from N heading E boiling. middle
part moderate and latter part nearly calm
saw one seal Lat 23° 53' Long 149° 36'

Friday 28"
Calm 3 PM finished boiling latter part stowing
in the Fore peak Lat 23° 58' Long 50° 00'

Saturday 29"
Stowing wine from S steering NW. lay by for the
night and in the morning squared away again
at 10 AM spoke the Dove 15 mo 500 and supplied
her with molasses Lat 23° 40' Long 149° 43'

Sunday 30"
Strong winds steering NW the Dove in co finished
stowing at sunset. shipped Charles Hercimane from
the Dove latter part steering NW Lat 22° 55'
776
1062 whales Long 149° 00'
882

Monday 31"
Total
Wind SE steering NW jammed with the Dove and
Pascoe. latter part repairing the try work saw
2 or 3 seal clogging about. Lat 23° 17' Long 148° 42'

75
Tuesday Feb'y 1"
at 5 PM saw whales put off and before dark the
harboard boat hooked one with morning began to cut
and at noon had the body in Lat 23° 33'
Long 148° 31'

Ship Leonidas Cruising (Feb)

Wednesday Feb 2 1868

Light winds and pleasant at 4 finished cutting and at 5 began to boil latter part 2 sail in sight, doing a very good stroke of business now Harry is but he gets growled at after all. How conceited poor man is sometimes tis funny. Situated as I now am to stand in need of lessons concerning whaling, really I had a better opinion of myself than that. He get Capt. Alcock to give me a lesson when I go home and so ends in lat 23° 55' Long 48° 35'

Thursday 3

Pleasant at 7 spoke the Feri Loc. 4 AM heavy squalls cooled down. and at daylight hauled the Spencer over and began again. raining all the forenoon Lat 23° 50' Long 48° 20'

Friday 4

Strong winds and light rain at 7 finished boiling. latter part saw grampuses Lat 24° 16' Long 48° 5'

Saturday 5

Strong winds breaking out the after hold 4 PM saw land 20 miles dist WNW. latter part some rain and rugges undertook to stow but the weather is rather mighty so knock off Lat 23° 31' Long 48° 40'

Sunday 6

Strong gales and rugges carrying sail to keep to windward filled 3 ground casks in the after hold and struck down half a dozen full ones to clear the deck. rather big weather this latter part about the same Lat obs Long 49° 00' E

111
14185) off the E coast of Madagascar

Monday Feb 7th

Strong winds latter part stowing down in the
after hold — Lat 21° 35' Long 49° 20'

Tuesday 8th

Strong winds and pleasant 6 P.M. finished stowing
and spoke the Dove. latter part repairing sails

882
76

956 Total

Lat 21° 30'

Long 49° 28'

Wednesday 9th

Strong breezes repairing sails. fitting rotten
casks and setting up shooks Lat 23° 11'

Long 48° 10'

Thursday 10th

Fitting shooks. & saw a ship running off. and
away we went after her at 8 spoke the Peri
400 and Pascoe 1100- latter part working to the N
the R in sight Lat 23° 19'

Friday 11th

Strong gales at sunset spoke the Peri to
compare longitude Lat 23° 22' Long 49° 25'

Saturday 12th

Repaired the main sail and did a few odd jobs
in the rigging Lat 22° 55' Long 49° 00'

Sunday 13th

Light winds at 8 A.M. put off for black fish
waist struck and drawn. came on board and
at 11 saw whales and down after them we went
Lat 23° 20' Long 48° 35'



Mr

Monday 14th

Pleasant at 3 P.M. waist boat took a whale
to the ship at 8 had him cut in and at 2 A.M.
began to boil. latter part pleasant

Lat 23° 25' Long 48° 10'

Ship Leonidas cruising Feb 17

Tuesday February 15th 1868

commenced with light winds. 9 in the evening raining and squally cooled down and lay until midnight then started again and steamed away until 9 in the forenoon when it blew and rained so that there was no standing it so cooled down waited about an hour but seeing no sign of good weather spread the boat sails and fired up once more raining all the forenoon most sensitively, the Peri in sight and Sun obscured

Wednesday 16th

Strong gales and raining 3 P.M. finished boiling thank fortune. at sunset put her under a close reefed main topsail and lay so in the morning reefed the Foresail and set it but at 10 were forced to take it in again plenty of rain all day no sun

Thursday 17th

Heavy gales and steady rain until 10 A.M. when it cleared away and we saw the sun once more started a fire a boiler the beam oil over again what there is left of it. saw one sail.

This ante Peru

Lat 24° 23' Long 49° 15'

Friday 18th

Quite a decent afternoon but at night it came on as bad as ever so we put her under snug sail and lay easy until morning. had a fine forenoon however -

Lat 23° 51'

Long 49° 12'

Sunday 19th

Pretty good weather considering the oil not being fit to stow struck it down in the after hold and let it lay until we get more

956

45

1001 Total

Lat 23° 00'

Long 49° 15'

1848 off the East coast of Madagascar 113
Sunday Feb 20th 1848

First part rather big weather but the next forenoon
had it fine

Monday 21st

Light winds at daylight unbent the Fore topsail
to repair and as good luck would have it did
not bend another in the room for at 10 AM saw
whales astern and at 12 started forenoon Lat 23°26

Starboard



Long 48°57

Tuesday 22nd

At 3 PM the Starboard boat took a whale to the
ship and began to cut the rest of us kept on
in chase but could not get on and at sunset came
on board. found the sharks so plenty that the whale
would soon be eat up hooked down to him and by
2 in the morning finished him and turned in
at 8 AM began to boil 2 sail in sight the Porco
spoke us she has seen nothing lately. Lat 23°29
Long 48°44

Wednesday 23rd

Light winds and pleasant smoking up highly
10 AM spoke bark Alto Lakeman 5 mo clear
the Porco in sight to leeward. Lat 23°16
Long 49°12

Whales Thursday 24th

Gunning and boiling 3 PM finished. saw whales
but being galled could not get near them
latter part saw the Alto and Porco Lat 23°21
Long 49°8

Friday 25th

Pleasant saw the Feri take a 100 lb whale. at sunset
spoke the Porco 1100 on board at daylight commenced
stowing this and the last whale down aft sound
1001
31
1032 Total Lat 23°36
Long 48°55

Ship Leonidas cruising for whale (March
Saturday Feb 26th 1848.

Commences fine, stowing off the hatchways
latter part stood in and at 10 saw the land 60
miles dist. Lat 23°40 Long 48°39

Sunday 27th

Pleasant at sunset spoke the Alto. latter
part about calm Lat 23°40 Long 48°45

Monday 28th

3 sail in sight. spoke the Friscoe and saw a
French bark steering W.S.W. at 10 A.M. spoke
the Feri boiling. Lat 23°13.

Long 48°50

Tuesday 29th Fine and pleasant

Wednesday March 1st 1848 ditto at 8 P.M.
spoke bark Dromo 33 m from Warren 400 S. 300 m
the Rosco in co. latter part rainy and squally
Lat 23°16 Long 48°52

Thursday 2nd

First part squally and raining 6 how different
from Fern. latter part good weather at 9 spoke
ship Tephyr Shearman 4 m from N.B. clear
and here was a ship just out and a man on
board from Falmouth but no letters. 'tis too bad.

Lat 24°22 Long 49°00

Friday 3rd

Gaming saw 2 barks to leeward. latter
part cloudy overhead Lat 23°10

Long 49°18

From this until Tuesday 7th

Fine and pleasant. today coopered the pipes of
breast abapt the fore hatch between decks

Lat 23°17

It makes me feel homesick to see so many ships
just from home, but why should I care for any
there as none will take the trouble to write to me,

1868 and not finding them. Typhoon 115
Wednesday 8th 1868

Light winds and pleasant. 8 A.M. spoke the Alto
Latter part covered the breeze in the after hold

Lat 23°52' Long 181°18' E

Thursday 9th.

Strong winds and squally wind S heading up
E.S.E. at sunset double reefed and struck royal
yards. 1 A.M. called all hands and close reefed
the main topsail and reefed the foresail blowing
heavy latter part still continued so Lat 23°13'

Long 181°20'

Friday March 10th

Commenced with strong gales and squally heading
E.S.E. on the starboard tack. at 1 A.M. sent down fore
and main top yards and fore royal mast. at 6 took in
the foresail. 9 the fore topmast stay sail went in ribbons
10 took in the main topsail in pieces. at 2 A.M. blowing
a hurricane called all hands to take in the spencers
the fore went in ribbons. saved the main one and
spanker. 3 away went waist boat davit and all
about 10 A.M. a sea boarded us washed every thing
out of the galley and took the starboard boat with
both davits up in the main rigging where we tied
her up for safe keeping. It is now blowing a Typhoon
as they call it. the lee bulwarks forward are
most all washed off. the main top sail is
whipping out of the gaskets. barometer falling
yet. Madagascar handy to leeward. the old
ship looks almost like a wreck. axes are
laying alongside of the weather rigging and
thus ends this day.

It looks now just as I have seen it look once
before. hope it wont end quite as bad. Henry
"I love, & how I love to ride"

"On the fierce foaming bursting tide" See Song

Ship Leonidas catching a (March
Saturday March 11th 1848

Commenced blowing a Typhoon heading SE. the sea perfectly feather white. at 2 PM it began to moderate a little and continued to through the night the wind gradually hauling round to NW at 5 AM it blowing nothing more than a heavy gale set reefed Foresail and send away J.P.E. for dear life to get clear of Madagascar. bent a new staysail and set it. and so ended.

Sunday 12th

Strong gales from N.W. succeeding SE and SSE at sunset hove too under the staysail, middle part easing. latter part all hands busy repairing Foresail and getting boats in order. by noon had them so as to lower in case a man should fall overboard but as for whaling that is out of the question.

Lat 23° 31'

Long 51° 12'

Monday 13th

Strong gales yet laying under the staysail repairing damages. by noon quite moderate set reefed Fore and Main Topsail and courses heading SE wind S.

Lat 23° 40' Long 51° 50'

Tuesday 14th

Light winds and pleasant very busy repairing damages bending new sails &c

Lat 23° 44'

Long 51° 32'

Wednesday 15th

Light air and calm. repairing damages latter part spoke the Zephyr who has suffered more than we have and is now bound to the Pacific having got enough of Madagascar

Lat 24° 6'

Long 51° 30'

1848) Typhoon and taking care of it 117
Thursday March 16th 1848

Light air from the S - working to the NW and W
very busy getting the ship in order again until
Monday March 20th

at 1 P.M. spoke the Alto with all 3 J.G. masts gone
and Canton Tabor 6 mo from N. Beaufort Channel
latter part strong breeze at 11 spoke the Feri 20 mo
500 - — — — — — Lat 24° 32' Long 49° 25'

Tuesday and Wednesday 22nd
Strong winds. 3 P.M. squared away W. at 5 spoke
the Canton latter part steering W. wind S.E.
Lat 23° 56' Long 48° 56'

Thursday 23rd
Strong winds steering W. spoke the Canton again
Lat 24° 31' Long 48° 46'

Friday 24th
Strong winds from E steering W weather thick
at 3 P.M. saw the land 12 miles dist and hauled
up S.W. for Augustine bay. find our Chronometer
about 20 or 25 miles too far E. latter part split
the Fore topsail and bent on new one
Lat 26° 20' Long 45° 50'

Saturday 25th
First part strong wind from E. middle and
latter part light. 7 A.M. saw the land bearing
N.E. and hauled up for it Lat 25° 15'

Sunday 26th
Light winds from S steering down Channel
near the land at sunset of Barraqueta 6 miles
dist latter part calm until about noon when
the breeze came from S.W. steering N.N.E. for
Sandy Island
Lat 24° 30'
Long 8 miles
from land

Ship Leonidas catching the wood (Mon)
Monday March 27th 1848.

Moderate winds from SW and SSW steering
NNE. the land 12 miles dist. 11 AM calm off Sandy
Island and so continued until next noon when we
took the sea breeze ran in and anchored in Augustin
bay in 7 1/2 fms. found here the Julius Reaser.

Morgan 7 mo from N London 1150 whale.

Tuesday 28th

Fine and pleasant at 7 AM received a visit
from His Royal Highness Prince Willey and
all the big men 14 in number 2 Squaws and
one son. who came to speak the business about
catching the wood and cutting the water up
river, for which privilege we paid one keg of
powder 2 pieces of blue cloth, a handful of flints
one jackknife and a bottle of wine to treat the biggest
men - 6 what an infernal set. I wish I had them
all on New Orleans levee. Our deck is covered
with niggers and Squaws and it's next to
impossible to do any thing. However made out
to clean the barrels and get ready for coopersing.

Wednesday & Thursday

Employed in coopersing bil on both sides abaft
the fore hatchway finished about 2 PM and
washed off.

Friday 31st

At daylight sent off 3 boats for water at 1/2
one of them came on board and hove short.

1 PM got under way and off the bank we went
in deep water. made sail and succeeded in
getting back again by 1/2 past 8. Got supper and
started off the boat for the raft of water which
we got hoisted in by 11 PM and then turned in
of course, Ah! wasn't the old ship within an inch
of going this afternoon, and I am insured.

1848) and cutting the water in Augustine Bay ¹¹⁹

Saturday April 1st 1848.

One watch ashore making April fools of themselves in the sand. on board stowing water fitting casks and other odd jobs

Sunday 2^d

The other watch on liberty, we on board keeping Sabbath for my part I have bought a lot of shells and packed them away but expect they will spoil cause tis Sunday but I have no other time. 5 P.M. arrived French brig Alexandre from the N.

Monday 3^d

Commenced at midnight with a Squaw scrape and twas laughable. Took off a raft of water got a bullock and quiddled a bit

Tuesday 4th

One watch on liberty took off 3 boat loads of wood stowed water and got off another small raft

Wednesday 5th

One watch on liberty took off a load of wood. repaired the sheathing stowed all the water. and did whatever else was necessary. at sunset arrived bark Harvest Bailey 4 mo from N. K. clean and bark Congress Taylor 9 mo from Skystic so whale. Jim and Walker deserted

Thursday 6th

Fine and pleasant. finished stowing of the hatchways. got some sand. brooms. bullock for sea stock &c all ready for sea

Friday 7th

At daylight sent of a lot of Negroes who caught Walter. and in the afternoon found Jim. paid one musket and a piece of cloth for them took of another bullock for sea stock

Ship Leonidas from Augustine (April
Saturday April 8th 1848.)

At 4 AM with a light land breeze in co with
the Julius Caesar. we took our anchor and bid
farewell to this abominable place and I really
hope we shall not see it again this voyage
in the offing saw a French bark bound N
at 10 the captⁿ went on board the JB and
found captⁿ Morgan sick with the fever
at noon Sandy Blance bore E 12 or 15 miles
off. and so ended.

Sunday April 9th

Light airs from N and some drizzle.
at daylight the wind from ESE. steering
SSW with all sail on. at noon the land
25 miles dist. Lat 24° 30' Long 43° 15'

Monday 10th

Light winds from SE but increasing fast
at 9 AM under double reefed Topsails blowing
strong with rain and lightning abundant
3 AM shipped a sea which completely smashed
the galley and started some of the lee
bulwarks. latter part strong gales and
a heavy sea on heading up SSW on the
starboard tack the Caesar in sight

Lat 25° 40' Long 43° 00'

Tuesday 11th

Blowing a heavy gale and very bad sea on
latter part laying under a close reefed Main
Topsail and Spencers. Run out of sight
Well here we are again taking the bitter with the
sweet. blowing a gale, 2 bullock on deck. 50 Terpin
in the hold, 2 or 3 men sick all the time and
various other inconveniences but never mind
thoughts of home and other good thoughts is
about all the comfort I take. I wish I was there

1848) to East coast of Madagascar 121
Wednesday April 12th 1848

Heavy gales and a bad sea on I see that
our sheathing is going by piece meal. at 6 P.M.
took in the waist boat and Main Top sail, and
down with the light yards. by daylight got
the Main Top sail on again and at 9 the
ruffed Foresail.

Thursday 13th

Laying here yet with no sign of good weather
towards night took in the square sails and
at 11 A.M. put her under bare poles. blowing
some you may depend. heading S.S.W. yet

Friday 14th

The wind from S.E. gradually hauling round S
and W. at 3 P.M. it moderating some wore ship
and send away S.E. making some sail. towards
night moderating fast and hauling to the N
made sail as fast as necessary. latter part
a fine clear gale from N.N.W. and we going
off glibly about S.E. Lat 27°50 Long 42°52

Saturday 15th

Steering S.E. with fine strong gales from N
Lat 28°32 Long 45°25

Sunday 16th

First part strong breeze - middle and latter
light drizzly wind from the W. steering S.E. & W
Captain sick hardly able to get about. and 2
or 3 more about ditto saw one ship Lat 27°20
Long 47°10

Monday 17th

Saw our neighbour making strange moves so we
waited an hour or 2 for him and then squared
away again. latter part building galley and
repairing damages

Lat 26°40

Long 48°10

Ship Leonidas from Augustine (April
Tuesday April 18th 1868

Finds us steering E. by N with light air
repairing boats in Lat 25° 54' S. Long 45° 38'

Wednesday 19th

Steering E. by N. repairing boats bending sails for
cruising & all hands busy enough in Lat 26° 51'
Long 49° 20'

The next 3 days about the same looking
over the ground to see what we shall see

Thursday 23rd

Strong breeze caught a Porpoise and at 11 AM
saw whales in Lat 24° 16' Long 49° 50'



Monday 26th

Starboard boat struck and all 3 boats got
fast but having so much and so good
help finally lost him. Had I been alone
there would have been a dead whale. Latter
part ran off to the NW but could not find
them again Lat 24° 12' Long 49° 34'

For the next week we had to carry sail to
hold on working to the N all the time until

Saturday 29th

Found us well in to the cow yard but no
whales. Saw a few porpoises Lat 21° 1'

Long 50° 21'

Sunday 30th

Strong breeze and fine weather all
sail out trying to get to the E where
we think the whales may be as they
are not here where they were last year
at this time. Latter part keeping Sabbath
at sea. Captain about well again

Lat 21° 35'

Long 50° 26'

1848/ to the old Cow yard once more 123
Monday May 1st 1848.

Here comes the first of May again. Not quite so happy as I was 2 years ago at this time. What a walk I had that night to hang a basket, and how much good sport I had during that month with the young sisters. Ah! 'twas glorious and 'tis sad to think that those pleasant days will not return for me again. The wheel is turning and I fear that my spoke has been uppersnatched already. God blessed from D.E. all sail on working to windward for dear life and so continue for all these 24 hours Lat 22° 15' Long 50° 45'

Tuesday 2

Light winds and rather puffy carrying on found the current changed to the N. Lat 21° 21' Long 50° 35'

Wednesday 3

"I was on the 3 of May, in 1833. all hands were 'called to quarters. And thus to them he did say" 'twas a long time ago but how well I remember the time. the occasion and the speech then made 15 years past and gone - how rapidly. and what a checkered life has mine been since. Shall I live to see another 15 added to my days? God alone knows and will order for the best. There we now are laying under short sail with fine pleasant weather and no whales to catch. If we could get 1400 by the end of this cruise our voyage would be sure, but Queen Sabe?

For the next 2 days light winds and pleasant - nothing but small trash to be seen. we keep here about in one spot hoping for the moving of the waters before long. dull! dull! dull!

124 Ship Leonidas sailing but not (hey
Friday May 5th 1848. At how dreary and
dull times are, I feel I can't tell how but
any thing except good, and have I got to
exist in this manner for 12 or 14 months longer
I can't call it living 'tis merely staying
If twas as it should be or any thing like it
I should be contented and happy, but 'tis
as it is and I feel most confounded miserable
but balga me. Deas there's better days coming
for Henry yet. Hope on, hope ever, a tant bow
string ever keep and you will get here ~~the~~
twang as the arrow flies, and may it reach
the mark. Lat 22°00 Long 50°50

Saturday 6th
One year ago to day and how differently employed
was I. 3 good whales were our days work and
why cannot we do the same again 'twould
be encouraging truly. Here it has been calm
all day, and nothing but 2 finbacks
seen - dull work enough and poor pay but all
for the best no doubt. How or why it is so is
more than I can say but 20 years experience
has fully proved it to my satisfaction.

Lat 21°33 Long 50°46'
From this date untill the 11th we had light
air and calm weather but no whales
The cow yard is deserted, at 7 AM spoke
the Julius Caesar she has seen whales
3 times and got 65 bls since we parted
from her, while we poor things have done
nothing. Lat 20°21
Long 50°53

A whale, a whale, my kingdom
for a whale

1848 finding what was never lost. 125
Friday May 12th 1848. Gunning with the fl
latter part a strong breeze steering to the NW saw
plenty of small tracks. Lat H 20° 25' S
Long 50° 21' E

until the 17th had good breeze running first one
way and then another. the fl in sight and in
co quite often saw nothing good. Lat H 20° 57'
Long 50° 10'

Friday 19th spoke the fl again she saw whales
last Monday but got none. Lat H 20° 15'
Long 49° 55'

Saturday 27th Light wind and a considerable
part of the time calm. to day gunned with the
fl for the last time she has got a black fish
and is now bound right whaling. success
to her may we meet in Novr. Lat H 20° 24'
Long 50° 5'

Wednesday 31st For the last 4 days strong winds
from NE. we have been trying to get out to the
S and E and have got as far as Lat H 22° 00'
Long 51° 30'

Thus ends the flowery month of May, which we put
so much dependance upon 'tis gone past recall
and not a drop of oil have we taken. Well there's
no help for it. I must off for the western country
when I get home and see if I cannot plough
the land as well as the seas. how delightful
it would be to have a nice farm on the bank
of some river out west where at sunset we could
sit under the shade of a tree smoke our pipe
with our better half and little responsibilities around
us and tell of our adventures and wonderful doings
upon old Neptunes broad domain. Ah me! what am
I coming to. where was I 2 years ago tomorrow night
think ye good folks?

Ship Leonidas

June

Thursday June 1st 1848

Having secured the cow yard for the last month to no purpose concluded to work round by the Liberals ground. Hauled on the wind to the NE blowing strong and continued so until Monday the 5th when in Lat 18.46

Long 51.55 E

had the wind from the S still blowy squally weather steering NE and ENE. on

Thursday the 8th in Lat 17.57

Long 52.45

Spoke a 3 masted schooner from London for Bombay

Friday 9th

Strong gales from S SE heading up E. at 7 AM squared away NW for Antowil bay to get Humpback

Lat 16.26

Long 53.30

10th 11th

Steering off to the W through the day and laying by the wind to the S at night wind about S SE spoke a brig from Houlton for Lawreham

Lat 17.26

Long 51.25

Monday 12th

Strong breeze from S SE at 1 PM squared away NW for Antowil and put on F. topmast studding sail saw porpoises and a finback steering NW by N through the night at 7 AM saw Cape Belones ahead and at noon had green water at the entrance of the bay in Lat 16.12 (Civil account) steering up the bay saw Humpback play at 9 PM about calm dropped anchor in 15 fms Morasse bearing NE. and the S Islands ESE.

1848 in Antozil Bay

127

Tuesday June 13th 1848.

Strong winds from S and evening at 7 hove up and ran for the anchorage on the N side of Karosse where we came to in 10 fms about a musket shot from the rocks. Latter part rainy all hands employed in fishing cruising &c

Wednesday 14th

At daylight went out with 3 boats and saw humpbacks but too shy to catch. 3 PM came on board shipkeepers cleaning ship weather rather rainy. - Our usual way while here was to start at daylight with a light land breeze from the N and cruise until 12 or 1 PM when the sea breeze coming in strong, made sail and got home to the ship ^{at} about 3 or 4 and spend the remainder of the day wooding. the shipkeepers were generally ashore all the time cutting and backing down wood.

Thursday 15th

Went out and saw one whale arrived British Frigate President and Brillante from Famaouta some rain

16th went out and saw nothing

17th rainy went out and saw 2 whales

18th " the first part went out and saw nothing

19th went out but the sea breeze coming in early saw nothing and all hands went wooding

20th rainy all day could do nothing

21st struck (the Larboard boat) and parted 8 AM the Frigates hove up and anchored outside it being calm

22nd Fair all day in the afternoon hauled the ship nearer in shore. Don't think we shall make our fortune humpbacking at this rate.

Ship Leonidas catching half of (July
Friday June 23 1848)

Went out once Starboard boat struck ran about
15 miles and turned up at noon - towed until
sunset and then anchored him

Saturday 24"

at daylight got the ship under sail and
towed out. then started 2 boats off saw whales
gallied them and then hooked on to the dead
one got him to the ship at sunset. ran
under the lee of S Island and let go anchor
found the sharks had eat half of him so
we hooked on and at midnight had the
other half in

Sunday 25"

at daylight a strong sea breeze hove up our
anchor found one fluke about Strait and ran
for Marasse anchored about 10 and began
to boil sent the Starboard boat ashore to repair
forgetting its being Sunday we were so overjoyed
to get a whale and so ended

Monday 26"

I Am cooled down. strong sea breeze all day
so of course could not go out. all hands working
27" went out saw nothing black Starboard bends
28" went and Starboard struck and drewed
after spouting blood black Starboard bends
29" went out saw 3 whales
30" sea breeze, broke out and stowed the oil
in the after hold, The quicksilver deserted
from the Barometer

July 1" 1848 1032
30 Total
Strong sea breeze taking off wood with
the camels and stowing it away

July 1848) a Humpback in Antoussil Bay

129

July 2 1848.

Strong sea breeze and raining saw 2 whales from the ship but cannot lower this weather

Monday 3

Strong sea breeze and light rain taking off wood saw whaled up the bay.

Tuesday 4th of July

Went out and saw 3 whales wild as hawks

Wednesday 5th

Fine weather took off all the wood and water (16 boat loads of wood) black the benches over. Caulked the stern and are all ready for sea

Thursday 6th

At daylight a light land breeze took our anchor and started ~~started~~ for sea. we have been here 3 weeks got our wood and water and 30 bls of Humpback besides killing a snake and digging some shungooks. This is a very sickly place for large people as we found by experience. At 10 am off S Island put off for whales but did not strike at sunset S Island 3 miles dist N.E. from us

Friday 7th

Moderate and rainy all the forenoon saw whales latter part strong breeze from S.S.E. at sunset the Islands just in sight to leeward

Saturday 8th

Commenced light winds and some rain 8 am a strong breeze from S.S.E. burst the F.I.G sail and bent another. at sunset the reef in sight 6 miles dist to windward of us, remains strong breeze

Ship Leonidas from (July
Sunday July 9th 1848

Strong breeze from S.E. working out. at noon
sandy Island on the reef bore W. the Easternmost
land N and the nearest about 5 miles dist
and now thank the Lord as we are out of this
dismal place I will close my civil account and
begin the sea day with

Monday July 10th 1848.

Strong winds from S.E. heading E. at sunset
moderate the land 30 miles dist astern
shortened sail and lay easy. latter part
strong winds squared away N.E. for
Johanna
Lat 14° 50'
Long 50° 52'

Tuesday 11th

Strong breeze steering N.E. and N. cut up the
old F.I.G. sail. at sunset took in J and Main
Topsail and reefed the Main latter part steering
N.N.W. the land in sight
Lat 12° 56'
Long 50° 10'

Wednesday 12th

Steering N.N.W. with strong winds from S.E.
at 10 P.M. did not run on the reef so at
midnight passed Cape Ambre and hauled
up N. latter part light air and calm.
Lat 12° 3' Long 48° 36'

Thursday 13th

Light air saw some breached and a sail
middle part calm. latter part a fine breeze
from E.S.E. steering N.S.W. saw porpoises and
jumps plenty
Lat 12° 20'
Long 47° 40'

Found afterwards that the sail was the Hope
just out with letters for us most likely

1848/ Antonio's bay for Johanna

131

Friday July 14th 1848.

Light air all day until near noon when we had a breeze from the E in Lat 12° 11' S

Long 47° 10' E

Saturday 15th

Steering WNW at sunset about calm

rather part moderate winds Lat 12° 2'

Long 46° 12'

Sunday 16th

Moderate from ESE steering WbN saw killers and porpoises. Saw a sail to the SSE Lat 11° 40'

Long 45° 16'

Monday 17th

At sunset saw Johanna bearing WbS. Calm latter part had a good breeze from S at noon NE point 1/2 mile dist. Saw the Montezuma bound in

Tuesday 18th

Light winds. 3 PM passed the point and kept working in all night at daylight about calm the shipping 3 miles distant. quitted round until 1 PM when we ran out 2 lines and warped in to 10 fms and let go at that, got off a small raft of water to heel ship. Ships here are

Clarice Gifford 32 mo 600 = Draper Lawton 8 mo 50
Montezuma Allen 21 - 400 = Thoscin Worth 26 - 800
Orlando Winslow 19 - 300 = Leonidas Brig 8 - 60
Caroline Andrews 4 - clear and Alto Lakeman 11 - 70
Marcella Worth 16 - 300 arrived while we were here. We lay here 9 days had 3 days liberty got a good recruit. some water. - dragged a little one day. and upon the whole had quite a pleasant time of it for us all things considered. And on Wednesday 26th were all ready for sea again as usual

Ship Legnidas bound up Chunnell Aug
Thursday July 27th 1848.

With light air and baffling at 3 P.M. got
under way in co with the Thocian and Draper
steering off N. N. W. Latter part moderate winds
from S.E. heading E. N. E. Lat 11° 31' S

Long 43° 50' E

We now hauled to the S and W passed to the
N. of Comoro across the channel and on
Monday 31st at daylight saw land
on the African coast and kept it in sight
all day Lat 12° 12'

Long 40° 42'

Tuesday Aug 1st 1848.

Light air and pleasant working S.
Commenced rebuilding Parker's boat (I wish
he had to eat her) land in sight Lat 13° 12'

Long 40° 56'

Wednesday 2nd

First part pleasant. Latter part a cruel topside
breeze, rather hard building boats this weather
Lat 13° 41' Long 41° 29'

From this time strong breeze working S at
fast as we can untill

Sunday 6th had it moderate
again saw a grain putt in Lat 14° 52'

Long 44° 44'

Monday 7th Fine and moderate Lat 14° 55'

Tuesday 8th Ple

Long 44° 20'

Tuesday 8th Pleasant repairing sails Lat 15° 50'

Long 43° 40'

Wednesday 9th Almost calm 1/2 past 3 P.M.
saw a large whale put off 2 boats but did not
get near him Latter part moderate and
pleasant Lat 16° 9'

Long 43° 10'

(848) Looking for what she never saw there, 133

Thursday August 10th 1848.

Light air and calm fitting rigging Lat 16° 20'
Long 42° 50'

Friday 11th of August

Light air saw finback and breached at sunset calm
7 A.M. saw Juan de Nova bearing SSW at 10 sounder
in 12 fms 8 miles from it Lat 16° 54'

Saturday 12th of August

Light air, went ashore on Juan for Turtle and
got a white rooster from the Macagasear Niggers
steering it through the night Lat 16° 10'
Long 42° 30'

Sunday 13th of August

Fine breeze from S. saw Gampert Lat 15° 20'
Long 42° 20'

Monday 14th of August

Light winds from S.E. saw finback Lat 15° 35'
Long 43° 16'

Tuesday and Wednesday

Moderate fitting rigging Lat 16° 10'
Long 43° 5'

Thursday 17th of August

Moderate at sunset spoke the Draper 8/mo 1/80 bls
latter part calm the Draper in sight Lat 16° 25'
Long 42° 50'

Friday 18th of August

Calm put off for cow fish Tarbo and boat took
one. boarded the Draper and on the latter part
boiled our whale, Lat 16° 33'
Long 42° 10'

Saturday 19th of August

Light air 5 P.M. boarded the Draper and got a
second hand gibby How natural it looks to see
a female after 2 years taboo. Lat 16° 46'
Long 41° 41'

Ship Leonidas heading about (Aug
Sunday August 20th 1848

Calm. saw Blackfish too late to lower for them
the ship working to the S and W. Lat 17° 2' S
Long 41° 31' E

Monday August 21st

Light air from the S heading to SW repairing
the Draper gill Lat 17° 4'
Long 41° 6'

Tuesday August 22nd

Moderate and pleasant finished the gill
Lat 17° 15'
Long 41° 54'

after this light air and pleasant weather
working South as fast as we can until

Monday August 28th

Light air from SSW heading SSE latter
part a fine breeze Lat 20° 23'
Long 42° 35'

Tuesday August 29th

Saw Spouts to windward while repairing a boat
but could not tell what they were Lat 21° 12'
Long 42° 56'

Wednesday August 30th

Fresh breezes from SSW heading up WNW
latter part wind from SE to NE. Lat 22° 00'
Long 42° 45'

Thursday August 31st

Light air from N steering SSW. 3 PM
wind S.W. & calm. at daylight the land 20
miles dist a strong land breeze from NE.
hauling N. the ship steering S. Lat 22° 55'
Long 42° 53'

a whale! a whale! my kingdom for a whale
"Come Sonadora fill the plowing bowl"
"until it does run over".

sea song

Blowing in Mozambique Channel

135

Friday September 1st 1848.

Brisk breeze from N and N.W. steering S.W.
Saw fin and Humphrey middle part calm
latter part the land in sight 14 or 20 miles
off.

Lat 23° 29' S

Long 43° 18' E

Saturday 2nd

Moderate wind from the S. working on each
tack as the wind favors

Lat 24° 43'

Long 43° 00'

Sunday 3rd

Strong breeze at midnight saw fire ashore
and tacked off of course latter part saw the
land

Lat 25° 6'

Long 43° 40'

Monday 4th

Strong breeze from S.W. heading in for the
land 1/2 past 3 P.M. Baracouta Island 1/2 mile
dist tacked off. middle and latter part strong
gales

Lat 25° 32'

Long 43° 35'

Tuesday 5th

Strong S.E. gales. Bent new Topseil. latter
part moderating fast

Lat 25° 59'

Long 43° 46'

Wednesday 6th

Fresh breeze from S.E. working E as the wind
allows. repairing Topseil

Lat 26° 2'

Long 44° 14'

Thursday 7th

Moderate. 6 A.M. saw the land near Cape St
Mary. repairing Topseil saw Humphrey

Lat 25° 55'

Long 44° 37'

Ship Leonidas working round (Sept
Friday September 8th 1868

Moderate winds from the E. latter part
about calmy

Lat 26° 21' N

Long 45° 20' E

From this until the 12th working to the E
slowly, repairing sails and painted some
of the yards black. Saw nothing.

on the 12th our

Lat 25° 26'

Long 47° 30'

Wednesday 13th

Strong breeze from S.E. the land in sight
At 2 P.M. spoke the ^WWilliam & Henry.
Capt Benjamin 36 mo 1100 homeward bound
latter part repairing sails

Lat 24° 28'

Long 48° 00'

Thursday 14th

Strong breeze heading up N.E. Sunset wore S.E.
middle part some rain the first we have
had since leaving Johanna

Lat 24° 49'

Long 48° 30'

From this until the 23rd we cruised about here
but saw nothing, generally with strong breezes
and some thick weather saw 2 ships
probably Merchantsmen working E on

Saturday 23rd

Fine and pleasant weather at 11 A.M.
saw the land and several Humpbacks

Lat 23° 20'

Long 48° 00'

Sunday 24th

Fresh breeze standing in 2 P.M. the land
14 miles dist tack off S.E. latter part
heading up S.E. & E.

Lat 24° 8'

Long 48° 45'

1868) The Cape of Madagascar 137

From the 25th until the 6th of October cruising
over the ground and working some to the N and E.
The weather fine and clear. gumfuk quite plenty
and the old ship dull as a wood drayer on

Friday, the 6th of Octo
Brisk breezes and pleasant fitted new bowsprit
shrouds

Lat 20° 53'

Long 49° 16'

Saturday 7th

Light winds at sunset saw the land 10 or
50 miles distant latter part rigged a rigger tail
on the spanker boom. dead squid plenty

Lat 21° 39'

Long 49° 40'

Sunday 8th

Light air parted Main Topmast stay straps
then moderate keeping Sabbath at sea

Lat 21° 31'

Long 49° 50'

Monday 9th

Pleasant heading up E. N. all day

Lat 22° 8'

Long 51° 2'

Tuesday 10th

Light air heading E. N. 7 & 8 calm. 3 AM
a breeze from SW with rain squalls away

E. N. E. and saw gumfuk

Lat 21° 35'

Long 51° 25'

Wednesday 11th

Strong winds from from I hauled by the
wind E. S. middle and latter part strong
gales

Lat 21° 10'

Long 52° 40'

Thursday 12th

Strong gales heading E. S. latter part saw a bark
heading to the W.

Lat 20° 45'

Long 53° 48'

Ship Leonidas Cruising.

Octo

Friday 13th of October

Strong gales heading E. by S. at daylight saw
Bourbon bearing S. S. E. latter part wind light
and baffling

Lat 20° 31' S

Long 54° 34' E

Saturday 14th

Moderate and baffling Bourbon in sight to the S.
latter part fresh breeze from E. S. E. heading N. E. by E

Lat 19° 59'

Long 54° 45'

Sunday 15th

Light winds and pleasant all these 24 hours

Lat 19° 26'

Long 55° 24'

Monday 16th

Light airs and calm to 5 P. M. saw Bomkin
latter part calms

Lat 19° 48'

Long 53° 26'

Tuesday 17th

Calm Bourbon in sight latter part a
mildling good breeze from the E. S. E. at noon
Bourbon 30 miles dist

Lat 20° 22'

Long 55° 20'

Wednesday 18th

Light winds at sunset St Denis about
15 miles dist. latter part light winds
and calm St Denis S. by N 25 miles

Thursday 19th

Light airs and calms all day

Lat 20° 39'

Long 55° 47'

1848)

off Bourbon

139

Friday 20 October 1848.

Calm off Bourbon. at daylight a moderate breeze from the E. & saw whales. 10 lowered and at 12 the starboard boat took one alongside Lat 20° 39'



Long 55° 57'

Saturday 21

Calm. Cutting. & saw Bark Albatross of New Bedford at dark hauled the body in and lay by the head for the night, in the morning took it in and at 9 A.M. made sail to the ENE boiling

Lat 20° 22'

Long 55° 45'

Sunday 22

Heaving ENE on the starboard tack boiling saw a bark. latter part light wind

Lat 20° 4'

Long 55° 57'

Monday 23

Light wind boiling 3 P.M. spoke bark Geo Forta Ellis & no prob. middle part strong gales from the S. at 8 A.M. finished boiling and made sail

Lat 19° 56'

Long 55° 45'

Tuesday 24

Strong gales heaving E. latter part heaving to W more moderate

Lat 19° 46'

Long 56° 25'

Wednesday 25

Strong breezes. at daylight calm. Mauritius in sight, commenced stowing oil on the starboard side of the chain pen

10 62

76

11.38 Total

Lat 19° 56'

Long 56° 55'

Ship Leonidas

(Oct

Thursday October 26th

Light air Stowing oil 3 P.M. finished
middle and latter part about calm Mauritius
in sight

Lat 19° 23'

Long 57° 3'

Friday 27th

Calm. latter part a very moderate breeze
from N.W. steering to the S.W. fitting shrouks

Lat 19° 48'

Mauritius 25 miles off

Saturday 28th

Light air. at sunset dropped down for
Blackfish and struck a porpoise. Saw
Humpbacks and Grampuses. at daylight the
land 10 miles distant

Lat 20° 13'

Sunday 29th

Light air from S. heading N.W.
latter part saw Breaches but made
nothing of them. Bourbon in sight N.

Lat 20° 18'

Long 56° 23'

Monday 30th

Moderate from S.E. heading S.W.

Lat 20° 38'

Long 56° 8'

Tuesday 31st

Light wind saw a ship and schooner
heading for Bourbon. 7 A.M. spoke the
bark Brilliant from Good Hope steering
N.W. for Mauritius. also saw ship
Creole of Nantes

Lat 20° 52'

Long 56° 7'

1868)

off the Ragged Mountain

141

Wednesday November 1st 1868.

Sight and off Bourbon saw a ship. latter part saw 2. at noon Paton Range 10 miles off

Lat 20 56

Long 55 51

Thursday 2nd

Moderate and cloudy off Point Dumas. saw a jumper. 6 AM saw whales at 7 lowered and at 11 the waist boat took one to the ship with strong breezes and squally

Lat 20 28

Long 56 00

Friday 3rd

Waist cutting at sunset finished and made sail at 10 began to boil. latter part moderate Bourbon in sight

Lat 20 31

Long 55 53

Saturday 4th

Moderate wind from SE. 7 AM finished boiling with strong breezes saw a bark

20 30

Long 55 55

Sunday 5th

Strong SE wind. at sunrise saw whales put off but being very rugged did not get on at noon came on board again

Lat 20 28

Long 55 52

Males

Monday 6th

Strong breezes and rugged saw breached to window and at daylight began to break out to stow oil but at sunrise saw whales put off and about noon the barboard boat took one alongside after a great deal of disagreeable squabbling among some folk.

Lat 20 13

Long 56 7



Barboard

Ship Leonidas

(Nov

Tuesday November 7th 1818.
 Strong breeze and rugged. Struck down
 what oil there was on deck in the after hold
 and commenced cutting at 9 had him in
 and made sail heading up E.N.E. at
 1 A.M. got to boiling and so continue
 latter part rather more moderate Lat 19° 52'
 Long 56° 16'

Wednesday 8th

Moderate and pleasant boiling saw a
 tack to windward. latter part light wind
 fitting shoals Lat 19° 55'
 Long 56° 20'

Thursday 9th

Pleasant. 2 P.M. finished boiling. at daylight
 commenced stowing in the after hold
 and so continue Lat 20° 16'
 Long 56° 27'

Friday 10th

Pleasant Stowing oil. 5 P.M. put off for a
 whale but too near night to do anything
 latter part. Stowing. $\frac{11\ 38}{100}$ Lat 20° 40'
 12.38 Total Long 56° 16'

Whale Saturday 11th
 Stowing oil at sunset finished
 at daylight spoke a Seyshelle schooner
 at 7 saw whales. 9 lowered and at noon
 was fast in Lat 20° 40' by Guess
 Long 56.5

Sunday 12th

3 P.M. Larboard boat took a whale to the ship
 Mr Payne in chase. 4 P.M. hooked on and at
 4 past 10 had him in. all hands turned in
 and at 7 went to boiling. Bourbon in sight
 Lat 20° 54', Long 55° 53'

148) off the Ragged Mountain 143
Monday Nov 13th 1845

Moderate and pleasant boiling in Lat 20°25'
Long 56°00'

Tuesday 14th

Moderate. 9 P.M. finished boiling. at 1/4 past 7
A.M. saw whales. put off struck and parted
after sounding out 2 lines and away to windward
he went of course



Lat 20°20'

Long 55°56'

Wednesday 15th

Moderate at 1 P.M. the boats got on board again
saw Breaches plenty through the afternoon 10 or 12
miles distant. at 9 A.M. saw whales put off
and at noon had a couple of them dead



Starb



Starb

Bowbon 40 miles distant

Thursday 16th

Fine and pleasant Starboard boat took her whale
alongside and about 2 P.M. the Starboard boat took
the other to the ship. got dinner hooked on and at
sunset had one of them in. at 10 commenced
boiling. at daylight hooked on to the other
one and at noon had him all in Lat 20°23'

Long 55°40'

Friday 17th

Light wind and pleasant boiling. struck
what cold oil we had down in the storage
at 4. saw a whale but too far off to lower
middle part some rain. latter calm
boiling fitting shook etc etc

Lat 20°18'

Long 55°41'

Saturday 18th

Pleasant. boiling and shaking. at noon
finished and cleaned up

Lat 20°42'

Ship Leonidas

(Noor

Sunday Nov 19th 1868

Light winds and pleasant broke out the
after hold and stowed some of the oil away
latter part cloudy Saw Bourbon in Lat 20 1/3

12 38
21
12 79 Stowed: more on deck Long 56 5

Monday 20th

Moderate breeze and fine weather heading
up N.E. latter part strong breeze 10 AM
Saw Mauritius

Lat 19 56

Long 56 55

Tuesday 21st

Baffling and squally working up for Port
Louis latter part calm fitting stooks

Lat 20 5

Wednesday 22nd

Baffling Saw water sprouts plenty, at sunset
shifted N 1/4 S.W. latter part stowing oil
forward in sight of Mauritius Lat 20 18

12 79
13 70 Total

Thursday 23rd

Stowing oil at sunset finished with some
rain. middle part calm. latter part a
moderate breeze from E.S.E. heading up S.W.
Some passing squalls.

Lat 20 56

Long 56 35

Friday 24th

Moderate and fine repairing the Main
I G sail latter part wind rather light
Saw Mauritius and a sail to the N.

Lat 20 12

Long 57 12

868)

at Mauritius

145

Saturday Nov 25th 1848

Light winds and cloudy working up for port Louis at sunset Cape Brabant No 6 miles from us. middle part light airs. 9 A.M. a moderate breeze from S.W. squared away and gave her the Studding Sail at noon Cape Brabant 6 miles S.E. of us.

Sunday Nov 26th

Brisk breeze and fine weather at dark. we were off the port but too late to enter lay off for the night with light breeze from the E. at daylight stood in and at 8 A.M. came too in 12 fms. Bell buoy to cable length S of us. A point N.E. & S point S.W. brisk breeze from N through the day. 4 P.M. heavy squalls of wind and rain from the E. but at sunset cleared away fine and pleasant.

Sunday Nov 27th

Brisk breeze from N. Coopersing the oil forward of the fore Hatchway

Tuesday 28th

Strong breeze from N.N.E. at daylight some rain. 7 commenced coopersing and at 5 P.M. finished the oil forward. rather rugged

Wednesday 29th

Strong breeze from N.N.W. and rugged got off a raft of water and stored it at sunset rainy dirty weather which continued until midnight when it cleared off fine

Ship Leonidas

(Decr

Remarks Thursday Nov 30th 1848.
 About calm. sent the Starboard watch on
 liberty. and had a Scrape at Griffitts
 on board fitting water casks drying sails &c

Friday Decr 1st /48.

Moderate breeze from N.W. and clear weather
 undertook to get off the tank, but did not
 succeed. at 9 A.M. sent in a raft of casks
 and at 4 got it on board again

Saturday Decr 2nd

At daylight sent in a raft and got it on
 board at 11. Old Tom refused duty. so put
 him in irons for safe keeping. and did
 some other little quarrelling by way of change
 Stowed the water and at 2 P.M. sent in
 another raft which got on board at sunset

Sunday 3rd

Starboard watch on liberty. raining most of
 the forenoon

Monday 4th

Found the meat gone from the harnes casks
 employed stowing water and taking off
 keemitt

Tuesday 5th

Fine and pleasant took off some few
 articles from the shore. dried sails
 and got all ready for sea.

1868

at Mauritius

167

Wednesday Decr 6th 1868

Fine pleasant weather. about sunset got under way and stood off to sea. we have lost 5 by desertion shipped 5 more in room of them and got Ross for nothing. latter part found a couple of victor soldiers stowed away below. so we had to haul up for the land again in order to put them ashore

Thursday 7th

Light winds and pleasant at 1 P.M. sent a boat in with the supernumeraries and landed them on the rocks 5 miles N of Brabant 4 P.M. the boat came on board again and stood out S. latter part repairing the topsail

Lat 21° 7'

Long 56° 57'

Friday 8th

Brisk breeze heading up S. but the M topsail 6 A.M. strong gales unbent the Fore topsail to repair at 9 saw whales bent a new topsail as quick as we could. lowered away and at noon waist boat took a whale alongside



Waist

Lat 22° 00'

Long 57° 13'

Saturday 9th

Strong gales and rugged at 1 P.M. hooked on and at sunset had him in. made sail steering S. eading and squally. at daylight strong gales and rugged wind N.W. began to boil and so continue, running under reefed M topsail and Foresail. sent down some of the light spars.

Lat 23° 12'

Long 57° 25'

Sunday Decr 10th 1868

Strong gales from NW steering boiking
at sunset took in the main topsail. 8 P.M.
more moderate hauled by the wind SW
the wind hauling S. at midnight heading
SE. at noon finished boiling saw an
English bark heading for Mauritius

Lat 23° 46'

Long 58° 5'

Monday 11th

Strong gales from the S heading SE. saw
an English ship bound W. 7 A.M. still
blowing strong wore heading up SW

Lat 23° 38'

Long 58° 00'

Tuesday 12th

Strong gales from S.E. and here we
lay waiting for weather fitting to work

Lat 24° 18'

Long 57° 22'

Wednesday 13th

Strong breezes and passing squalls
latter part more moderate heading N

Lat 23° 25'

Long 57° 40'

Thursday 14th

Light winds and passing squalls from
N.E. sent down F.I. yard latter part
fine and pleasant. stowing oil
in the after hold

Lat 23° 8'

Long 57° 8'

1370
50
1420 Total

1848.) off Mauritius and Bourbon 149
Friday Decr 15th 1848.

Fine weather finished stowing and heaved
up latter part repairing sails Lat 22° 52'
Long 56° 58'

Saturday 16th

Repairing sails latter part saw Bourbon
Lat 22° 13'
Long 56° 8'

Sunday 17th

Light air and calm at daylight saw
Bourbon and a bark steering SW Lat 22° 9'
Long 56° 50'

Monday 18th

Light air from NW heaving to the S
latter part making spring air Lat 22° 20'
Long 57° 5'

Tuesday 19th

Light air from S.W. latter part wind
E S E. Lat 21° 53'
Long 57° 11'

Wednesday 20th

Light air from E S E. at daylight saw
Mauritius. nearly calm Lat 21° 4'
Long 57° 10'

Thursday 21st

About calm with some rain. latter part
saw a bark and Ib. Brig. Mauritius 30 or
40 miles distant Lat 20° 25'
Long 56° 55'

Friday 22nd

Light air. 4 P.M. squally. but soon
cleared up fine. latter part strong N.E. winds
steering S.W. repairing Main Top sail
Lat 20° 36'
Long 56° 15'

Ship Leonidas

(See

Saturday Decr 23

Moderate breezes from ENE working off
to leeward slowly. Bourbon in sight

Lat 20°35'

Long 53°35'

Sunday 24

Light winds from NNE off Bourbon
dist 25 or 30 miles. latter part off St Denis
15 or 20 miles dist saw 2 ships Lat 20°39'

Long 55°20'

For the remainder of this month we worked
off NW under easy sail at night. saw
Blackfish twice but got nothing, and onJanuary 1st 1849Had moderate winds and light rain.
latter part sent up main royal ~~yard~~ and
fitted royal rigging

Lat 22°22'

Long 51°20'

Tuesday 2

Light winds from ESE steering to the W
laying by at night as usual Lat 21°45'

Long 50°45'

Wednesday 3

Fine breezes and pleasant working to the
W

Lat 22°47'

Long 49°58'

Thursday 4

Strong breezes and passing squalls of
rain. building turning to the. at sunset
saw a sail latter part fitting rigging

Lat 23°45'

Long 49°30'

1848/

off Madagascar

151

Friday January 5th 1849.

Strong winds from E working to the W. Lat 22° 58'
Long 48° 53'

Saturday 6th

Strong winds steering S.W. L & M spoke bark
Jasper Fope 28 mo 1200. and at sunset bark
Dove Songlass 26 mo 800. latter part moderate
the 2 barks in sight Lat 23° 26'
Long 48° 34'

Sunday 7th

Light winds heading to the N. the Jasper in
sight at 1/2 past 6 P.M. saw whales 5 miles
off. to late to lower. latter part saw a jumper
Lat 23° 28'
Long 48° 26'

Monday 8th

Light winds and pleasant saw jumpers
and 2 finbacks to windward gamming. call
them B Gasnold and Charleston Packet latter part
rather thick and smoky Lat obs
Long do do do

Tuesday 9th

Heading in. at 2 P.M. wore off S.E. the land 20
miles dist. latter part strong breeze Lat 23° 53'
Long 48° 54'

Wednesday 10th

Fresh breeze and pleasantly heading to the N.E.
middle and latter part the same Lat 23° 13'
Long 48° 55'

Thursday 11th

Fresh breeze heading on different track
Lat 23° 35'
Long 48° 50'

Ship Leonidas

(Jan)

Friday January 12th 1849

Strong breezes and thick weather latter part
saw a bark to leeward

Saturday 13th

Moderate spoke the Dove taken nothing
middle and latter part rainy, squally
weather the Dove in sight Obscured

Sunday 14th

Strong winds and rainy squally weather
the Dove in sight. latter part the weather
about the same Obscured

Monday 15th

Strong gales and rainy squally weather
Leaving to N.E. carrying sail to hold on
1 AM wore S.E. latter part more moderate
Saw a bark to windward

Lat 23° 40'

Long 30° 00'

Tuesday 16th

Strong gales wore to N.N.E. & S.W. heavy
squalls and steady rain took in Tana
then Topsail at sunset wore to S.E.
and put her under close S.W. Topsail
latter part blowing heavy but no rain
took up sheathing aft to stop leaks

Lat 24° 1'

Long 30° 30'

Wednesday 17th

Strong gales from E. and clear weather
latter part broke one of the Fore shrouds and
found a rotten fid in the Fore Topmast
saw a Bark to leeward

Lat 24° 10'

Long 30° 48'

149)

off Fort Dauphin

153

Thursday January 18th 1849.

Strong gales and clear spoke the Jasper Pope
having taken nothing since we saw her last
remainder of the day repairing sails Lat 28° 32'
Long 50° 35'

Friday 19th

Moderate winds from ENE and heavy sea on
repairing sails and making twine Lat 28° 14'
Long 49° 55'

Saturday 20th

Fresh breeze from ENE repairing sails
Lat 22° 48'
Long 49° 28'

Sunday 21st

Strong breeze and clear. under easy sail
at night Lat 22° 45'
Long 49° 18'

Monday 22nd

Strong gales and passing squalls saw
forpoises. latter part steering S. for good
weather one sail ahead Lat 16° 42'
Long 49° 10'

Tuesday 23rd

Heavy gales from ENE and squally steering
S. 2 P.M. split the jib in a squall. spoke the
Jasper. middle and latter part bad
weather the Jasper in sight to leeward
Sun 61st

Wednesday 24th

Strong gales and lots of rain all these 24 hours
digging S. for dear life No 61st

Ship Leonidas

(Jan)

Thursday January 25th 1849

Strong gales and rainy weather but moderating working to the S. latter part quite moderate

Lat 26° 10' S

Long 51° 5' E

Friday, 26th

Moderate winds and rainy working to the N with all sail on

Lat 26° 2'

Long 50° 18'

Saturday 27th

Moderate winds from N. N. W and light rain a heavy swell from S. W. 8 A.M. spoke Bark Catherwood Stanton Jmo from Westport 100 on board 200 sent home also saw a French 16 Brig

Lat 25° 14'

Long 50° 10'

Sunday 28th

Light winds and fair weather steering N gamming. latter part strong breeze from the S. steering N the C. abeam and the brigs ahead of us.

Lat 26° 28'

Long 50° 20'

Monday 29th

Strong winds from S. S. E steering N the brigs ahead of us at 4 spoke the Catherwood lay by the wind for the night. latter part steering off N and N. W.

Lat 26° 00'

Long 50° 5'

Tuesday 30th

Light winds and pleasant steering N. W. at dark shortened sail and had a gem with the Catherwood middle part some rain. latter fine and clear steering to the N. the brigs sight

Lat 28° 35'

Long 49° 40'

1849/

155

off Fort Dauphin

Wednesday January 31st 1869

Moderate wind from ENE steering N saw blackfish
2 breasted and a Grampuss the 6 in sight

Lat 22° 55' N

Long 49° 12' E

Thursday Feb 1st

Fine and pleasant steering S/W repairing sails
saw a bark to leeward supposed to be the George Port
on the latter part

Lat 23° 23'

Long 48° 50'

Friday Feb 2nd

Brisk breeze and passing squalls 1 PM wore
to the S latter part heeling to the N

Lat 22° 56'

Long 48° 13'

Saturday 3rd

Light wind and pleasant cruising. latter part
saw a Bark to windward and a ship to leeward
ran for her at 10 boarded the Brice's Howland
29 mo from New Bedford 400 S and 400 whale

Lat 23° 42'

Long 48° 22'

Sunday 4th

Light air and some rain at sunset put
our letters on board of the Brice's at 8 spoke
the Catherwood having seen nothing. latter part
3 sail in sight

Lat 24° 16'

Long 48° 16'

Monday 5th

Light air from the E land in sight to
leeward and 2 barks at daylight calm
3 sail and the land in sight

Lat 24° 20'

Long 48° 18'

156

Ship Leonidas looking for whales (Feb)
Tuesday Feb 6th 1849

Calm repairing Foresail. dropped a boat and caught a tree. at sunset a light breeze the land and 3 sail in sight. at daylight the ships still in sight. at sunrise saw a whale at 7 put off 3 boats. and at 11 took him alongside after smashing the starboard boat and breaking the captains right leg commenced cutting. Fine and pleasant weather

Lat 26° 26' S



Starb

Wednesday Feb 7th

Light winds and pleasant cutting at sunset lashed down for the night and commenced boiling heading out to the S.E. at daylight strong winds & squally 2 sail in sight at 9 spoke the Catherwood. at 10 finished cutting and made sail to the S.E.

Lat 26° 40'

Thursday 8th

Moderate heading up S.E. boiling. latter part saw whales going to windward could not get near them

Lat 25° 13'

Long 49° 16'

Whales Friday 9th

Moderate boiling at sunset finished and shortened sail. 8 P.M. wore to N.E. latter part put another boat over the side

Lat 25° 00'

Long 49° 30'

Saturday 10th

Brisk breeze steering N.N.W. 8 P.M. spoke the Cicero having seen whales 3 times. latter part jamming steering N.S.W.

Lat 24° 27'

Long 49° 6'

149) and finding broken boats and legends ¹⁵⁷

Sunday February 11th 1869

Strong gales from SE steering WSW. Lay by for the night and at daylight kept off again the E in sight

Lat 25° 11' S

Long 48° 30' E

Monday 12th

Strong gales and rigged at 1 spoke the latter at 4 the Martha 9 mo 300. at dark the Mexican Breckworth 8 mo 1. or 1.50. boiling. heaving to the S through the night gunning with the Martha latter part squared off for Augustin at noon spoke the Mexican and kept on blowing heavy

Lat 26° 15'

Long 48° 25'

Tuesday 13th

Strong gales from the E. steering NW at daylight hauled up NW and by 10 had all sail on

Lat 26° 1'

Long 46° 57'

Wednesday 14th

Brisk breezes from ESE steering WNW at daylight hauled up to the N in green water

Lat 25° 40'

Long 44° 10'

Thursday 15th

Brisk breezes 3 PM passed the Southern reef 3 miles distant at sunset off Maracaiba latter part stowing oil. filled the lower hold

Lat 26° 57'

Long 45° 48'

Friday 16th

Light air. calm. head current and the devil knows what

Lat 24° 38'

Long 45° 42'

Ship Leonidas

(Feb)

Saturday 17th of February 1849

Light winds and head current. but the cables
making very little headway

Lat 26.50 S

Long 68.40 E

Sunday 18th

At 1 P.M. took a breeze from SW and squall
away with studding sails on. Middle part about
calm latter part wind S increasing

Lat 26.22

Long 68.25

Monday 19th

Brisk breezes from the S steering down along shore
11 P.M. took in sail and lay aback at 6 A.M.
wore and stood in saw a ship to windward
at 1 P.M. came to anchor in 7 1/2 fms N.E. of
Sandy Island in co with the Eurydice the
doctor came on board and fixed Capt. Isby
3 P.M. raining and squally the Cicero came
too within hail of us she has seen nothing

Tuesday 20th

Pleasant. at daylight the Eurydice left for
the Cape. at 12 hove up and with the sea
breeze ran in to Tent Rock and anchored
in 7 1/2 fms in co with the Cicero. Tent rock South
Sent a boat ashore for fresh

Wednesday 21st

Fine weather coopecing fore topgallant mast
and fiddling fore topmast. Prince Willey
paid his usual visit and received one piece
of blue cloth and one of calico for permission
to recruit and refit &c

159
Augustine Bay 2^d time
Thursday 22^d of Feby 1847.
Fitting rigging's water casks &c painted some
spars and in the afternoon had a shower of rain
to wash it off.
Friday 23^d
Painting spars in the afternoon got off a raft
of water strong breeze from S S E
Saturday 24th
Fine weather harboured water ashore remainder
stowing water and clearing ship
Sunday 25th
First part pleasant the starboard water
ashore. L & P M heavy squalls from N but at
sunset clear again. Some men ashore at
night
Monday 26th
Took off some wood and bent some new sail
latter part rather squally with a ball swell
heaving in from the N N W. at night fired at
a canoe
Tuesday 27th
Strong winds from the N and heavy swell dropped
the second anchor under foot. got our beef
Goats. Bullock &c L & P M had the regular
sea breeze took up our second anchor.
Wednesday 28th
L A M a light land breeze got under way with
the Cicero and made sail for home. Thank God
for it I long to be there. at noon in Lat 23° 35'
Long 153° 20'

Ship Leonides from Augustin (Mar
Thursday March 1st 1849

Brisk breeze from SSW and heavy swell
on steering W the b in sight at daylight
2 Sail to windward latter part steering
WSW wind SE

Lat 24 2 S
Long 42 15 E

Friday 2nd

Strong breeze and passing squalls
steering N.W. latter part saw the biers
to leeward

Lat 24 50
Long 40 2

Saturday 3rd

Brisk breeze from S steering N.W. and W.S.W.
the b to leeward and latter part ahead

Lat 25 57
Long 38 2

Sunday 4th

Strong breeze from SE steering W.S.W.
middle and latter part light wind
saw a Brig.

Lat 26 58
Long 36 30

Monday 5th

Light air and calm steering W.S.W.

Lat 27 42
Long 35 52

Tuesday 6th

Calm at sunset a breeze from E.
latter part the wind from NE to NW

Lat 28 52
Long 34 50

Wednesday 7th

Moderate wind from the N. at 7 P.M. strong
wind from SSW increasing latter part rain
sent down 2 f. J. J. mast and fly jib. Lat 29 50
Boom in heaving up W.S.W.

Long 33 53

149) Towards St Helena

161

Thursday 8th March 1849.

Strong gales^{SE} and rainy weather steering S.W. & W.
at sunset blowing heavy struck Topgallant yard
and close reefed Topsails. Midnight more
moderate. Latter part clear with the wind E.
Heck 150 strokes per hr

Lat 30° 52'

Long 32° 10'

Friday 9th

First part a moderate breeze from E.N.E. steering
S.W. & W. Latter part the wind W.N.W. heading on
different tack

Lat 31° 55'

Long 32° 10'

Saturday 10th

First part light air and calm
latter strong gales from W. double reefed &c

Lat 32° 50'

Long 32° 8'

Sunday 11th

Strong breezes from W.S.W. middle part calm
3 A.M. a breeze from N.E. steering W. going

Lat 32° 57'

Long 31° 25'

Monday 12th

Strong breeze from E.N.E. steering W. & P.M. had
a scrape with fin and timber &c &c
latter part light winds and thick weather
saw a ship

Lat 33° 58'

Long 30° 00'

Tuesday 13th

Moderate breeze from W. & P.M. spoke the
Picaro. Latter part the wind S.E. steering
W. & W.

Lat 33° 55'

Long 29° 25'

Ship Leonidas (March
 Remarks on Wednesday March 14th 1849
 First part light wind from the E. middle
 part calm once in the forenoon a breeze
 from the W. ends calm Lat 34° S
 Long 29° 20' E

Thursday 15th
 Calm. at sunset a light breeze increasing
 from E. steering W by N. 6 Am began to heave
 once ends calm Lat 34° 10'
 Long 28° 30'

Friday 16th
 1 P M a breeze from WNW to calm. middle
 and latter part strong breezes and squally
 a heavy swell from WSW Lat 34° 7'
 Long 27° 40'

Saturday 17th
 Strong wind from WSW and cloudy all
 these 24 hours Lat 35° 00'
 Long 27° 32'

Sunday 18th
 First part a moderate breeze from NW and on
 the latter part laying under close N topsail
 and Foresail blowing strong and clear weather
 Lat 36° 00'
 Long 26° 40'

Monday 19th
 Strong gales from NW and cloudy raining
 weather at sunset moderating a little made
 some sail. 1 P M had all sail on heading
 from N to NW on the harbor tack Lat 35° 22'
 Long 25° 15'

Tuesday 20th
 Strong winds - clear. raining. Squally &c
 tacking and wearing every now and then Lat 35° 45'
 Long 23° 46'

1657
449) bound round the Cape for home
Wednesday 21st 1849

Strong breeze from WNW. saw a French bark
water very green. middle and latter part
light airs

Lat 36° 7' S

Long 22° 25' E

Thursday 22nd

First part light airs from NE and calm saw a
sail astern. 9 PM wind NW increasing latter
part heaving to WSW under 2 topsails and
Foresail

Lat 37° 11'

Long 21° 10'

Friday 23rd

Strong gales and clear heaving WSW. 5 PM
moderating wore to NNW. and at noon had all
sail on

Lat 36° 30'

Long 20° 52'

Saturday 24th

Moderate breeze from WNW and heavy swell
a sail to windward. 7 AM wind S strong
and squally steering NW

Lat 35° 30'

Long 19° 42'

Sunday 25th

Strong wind from SSE steering NW saw a
merchant ship bound WNW. middle part
scudding under 2 topsails and Foresail
latter part moderating at noon calm

Lat 34° 25' S

Long 16° 50' E

Monday 26th

Calm. slatting. latter part a moderate
breeze from W. steering NNW.

Lat 34° 17'

Long 16° 35'

Leonidas from Augustin (Mar
Tuesday March 27th 1849)

Moderate winds from W steering N.W.W
saw a sail bound S.E. L. F.M. wind S.W.
put on the kites and let her go. 7 AM
Spoke Bark Bell from Mauritius for St John
sent out Flyjibboom and got the Sovereign
must aloft 2 sail ahead. Lat 32° 56' S

Long 15° 00' E

From this untill the 2^d of April we had
steady brisk S.E. winds steering N.W.W
unbent the staysails, made a mizen royal
made running rigging. Scrubbed ship
etc etc April 2 light winds

Lat 21° 9'

Long 3° 45'

April 3rd light air priming
paint inside Lat 22° 3'

Long 1° 11' E

April 4th

Light trades steering N.W.W priming paint
middle and latter part light squalls
of rain Lat 20° 45'

Long 20° W

Sunday April 8th

Light trades 9 AM spoke the Jasper
having taken nothing since we saw her
last Lat 16° 56'

Long 5° 20'

Monday 9th

Light breeze steering N. 4 AM saw the land
ran for it and at 1/2 past 10 came to in 25 fms
off James Valley. unbent sails. sent coals
ashore etc



1847

towards St Helena

1657

Tuesday 10th

Charles Carrolle (is here) Long 22 mo from London full. nearly 4000 lbs whale. took off our water and stores and Mr Almond and Sam all ready for sea. our Chronometer is 37 miles too far W - her rate has been 3" we now give her 3".

Wednesday 11th

At 8 AM took our anchor and squared away for home and the next time it goes to the bottom I hope will be in St Helena on the 20th June.

From this date light trades steering N.W. & N April 17th painted inside and tarred down the head stays

Lat 10° 30' S

Long 16° 3' W

Friday April 20thThursday April 19th

Light trades from SE and ESE finished painting inside

Lat 8° 58'

Long 16° 35'

Friday April 20th

Pleasant trades. through the night took brush, steering N.W. & N. at daylight saw whales close to the ship. and at 10 put off for them

Saturday April 21st

Fresh breezes at 3 PM waste boat took a small bull alongside hooked on and cut him in and made sail again & a M commenced boiling

Lat 8° 00'

Long 18° 52'



Maist

Leamidas from St Helena (April 1849)
 Sunday April 22 1849

Light airs from SE steering N.W. & N
 4 PM finished boiling latter part a
 good breeze Lat 7° 6' S
 Long 19° 37' W

Monday 23

Moderate and pleasant, latter part nearly
 calm Lat 6° 30'
 Long 20° 35'

Tuesday 24

Light airs and clear setting up rigging
 forward. — Lat 5° 48'
 21° 31'

Wednesday 25

Light airs & Lat 5° 6'
 22° 22'

Thursday 26

Light airs and pleasant 2 PM spoke the
 Will Watch Thompson 32 days from London
 bound to the Gold regions. 4 PM stowed
 the oil in the after hold, $\frac{1487}{51}$ Lat 4° 23'
 $\frac{75.08}{115}$ 23° 30'

Friday 27

Moderate and pleasant saw a Dutch Bk
 bound out. latter part the wind SE steering
 N.W. Lat 3° 25'
 24° 56'

Saturday 28

Moderate breeze from SE. steering N.W.
 latter part saw a bark bound S.W.
 Lat 2° 25'
 26° 5'

1849/

167
towards Home Home Home
Sunday April 29th 1849

Some rain and squally steering NW & N
wind clear aft. middle part rainy and squally
at 8 Am passed a Boston Ship outward home
cloudy weather

Lat 125 S

Long 27 11 W

Monday 30th

Fresh breezes from SE. steering NW & N with
cloudy weather middle and latter part strong
N N W. Saw a Dutch Fl. Brig going NE. in 5 S

28 22

By the 30th of next month I hope to be in the
gulf stream God willing, and by the 2 of June at
home. I wonder how I shall feel. have not heard
a word from home since last May. 3 times
I have found all well how will it be the 4th.
How good wind blow I am in haste to see A. M.
and attend my course

Tuesday May 1st 1849

Moderate breeze and clear weather hauled up N
& clear St Paul. Saw several sail.

1 13 W

28 50 W

Wednesday 2nd

Sight variable winds steering from NW to N
& sail in sight at sunset. middle part squally
with heavy rain latter part about calm & sail
in sight

2 10

29 00

Thursday 3rd

Sight air and calm. Capt. Hatch sat up
to day for the first time latter part saw a
French bark going NN like a streak

2 50

29 40

Leonidas

(May)

Friday May 4th 1849

First part light winds from N.E. latter
squally and doldrums, this is tedious
enoughs

Lat 3°30' N

Long 66° W

Saturday 5th

Doldrums, middle part steady rain and
busts about all day.

Lat none

Long 31°00'

Sunday 6th

Being calm weather going about 1 knot
at sunset a moderate breeze from N.E. which
lasted all day for a wonder
Captⁿ on deck

Lat 4°58'

Long 32°00'

Monday 7th

Light N.E. breeze 4 P.M. winds south
and raining. 8 P.M. took light N.E. trades
in the morning had them brisk took in
studd sail steering N.W.

Lat 5°53'

Long 34°00'

Tuesday 8th

Brisk trades steering N.W. saw 2 brig
latter part strong trades. Ship leaked more

Lat 7°3'

Long 35°57'

Wednesday 9th

Strong trades from N.E. & E. steering N.W. &
N.W. & N latter part fitting pumps

Lat 8°36'

Long 38°00'

Thursday 10th

Strong trades steering N.W. rattrig down
lower rigging. F.J. studd sail on latter part
saw a ship bound N.W. & N

Lat 9°35'

Long 39°53'

1849/

Harroward Banner

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Friday May 11th 1849

Strong trades from NE & E. Steering NW with
Fore topmast Studd sail out rather down the
weather rigging latter part saw one sail

Lat 11° 25' N

Long 41° 35' W

Saturday May 12th

Strong trades finished rathering the weather
rigging and turned it down fore and aft
latter part about the same. I know well the
old ship is: well by the 10th or 12th of next month
I hope to be at home among old acquaintance
If any are left alive. How odd it will seem
will it do to say soon now think ah well

Lat 12° 40'

Long 43° 20'

Sunday May 13th

Brisk trades steering NW. Keeping Sabbath
latter part the wind came to E. put on more
studd sails and started off. Saw one sail bound
to the W

Lat 14° 4'

Long 45° 8'

Monday May 14th

Strong trades from E. steering NW. middle and
latter part rather light

Lat 15° 38'

Long 46° 45'

Tuesday May 15th

Moderate trades from ESE. steering NW.
middle and latter part strong winds and
flying clouds. Saw a little gulf weaver

Lat 17° 00'

Long 48° 32'

Ship Leonidas (May
Wednesday May 16th 1819

Strong winds from E.S. steering NW.
all these 24 hours. Lat 18° 30' N
Long 50° 6' W

Thursday May 17th
Light winds from E.S.E. steering NW.
latter part nearly calm Lat 19° 30'
Long 51° 15'

Friday May 18th
Light winds from E.S.E. steering NW
all these 24 hours. Lat 20° 40'
Long 52° 38'

Saturday May 19th
Very light air from E to S steering NW
all hands idle. myself turning tick wicks
and making bookin stands for the females
Lat 21° 44'
Long 54° 00'

Sunday May 20th
Light air from E.S.E. most of the time latter part
catching crabs & shrimp Lat 22° 46'
Long 54° 40'

Monday May 21st
Moderate breeze from E.S.E. steering NW.
middle and latter part brisk breeze
Lat 24° 00'
Long 56° 10'

Tuesday May 22nd
Brisk E.S.E. winds 3 P.M. spoke schooner
Bride of and from Halifax 18 days for
Porto Rico. at 6 Brig Juliet 16 days from Halifax
for Barbadoes middle and latter part
light passing squalls Lat 25° 10'
Long 57° 30'

1849/

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Homeward bound

Wednesday May 23 1867

Moderate breeze from ESE. and E. Steering NW
middle part the wind NE + ENE. latter
part light at ENE and E

Lat 26° 15' N

Long 55° 48' W

Thursday May 24

Very light from ESE and E. Steering NW
middle and latter part ditto catching Devils
and Snakes

Lat 27° 6'

Long 59° 49' W

Friday May 25

Light winds from SE. Steering NW with
studding sail on both sides. Saw one sail.
latter part the wind SSE rattling and varying
the port rigging. Saw a Fr Brig bound to the NNE

Lat 28° 1'

Long 60° 41' W

Saturday May 26

Moderate breeze from SSE. Steering NW.
middle and latter part very high winds

Lat 28° 35'

Long 61° 45' W

Sunday May 27

Light air from the S Steering NW
middle and latter part the air from SE.
keeping Sabbath

Lat 29° 40'

Long 62° 40' W

Monday May 28

Light air from SE. Steering NW & N. almost calm
but on the latter part had some quite good puffs
or rather light squalls. weather cloudy

Lat 30° 32'

Long 63° 25' W

Ship Leonidas (June
Tuesday May 29th 1841)

Light squalls from the S and cloudy
weather steering NW. 6 P M nearly
calm. at 11 a moderate breeze from SSE
and so continued. one sail Lat 31° 35' N
Long 64° 35' W

Wednesday May 30th

A moderate breeze from SSE steering NW
saw a sail. at 8 P M saw the light on Bermuda
bearing NNE. 12 miles distant. Hauled up W
until 10 then kept off WNW and at 11. NW
at daylight saw a schooner astern and
a square rigged vessel ahead. Lat 32° 28'
Long 65° 50'

Thursday May 31st

Light winds from SSE steering NW
with all the port stud sail on. latter part
Brisk breeze saw a 16 Brig and a schooner
bound out Lat 33° 38'
Long 66° 56'

Friday June 1st (49)

Brisk breezes from S and SSW steering
NW by N weather rather hazy. at sunset broke
the main Royal yard and rigged another
5 A M squally and raining from WNW
saw a ship steering NNE. latter part
light air and hazy Lat 34° 50'
Long 68° 15'

Saturday June 2nd

Light air and raining from SSW steering NW by N
with all studding sail on 4 P M clear weather
middle and latter part calm saw a 16 Brig
steering to the SW. 11 Am a light breeze from
SE. Lat 35° 33'
Long 68° 12'

1849)

off Bermuda)

173

Sunday June 3 1849.

Light air from S.E. and S steering N.W. & N
 with all port studd sails on going like a
 whipped trade through the mud. This day I am
 31. more than half of my life is probably
 gone. to what purpose? Spent far away from
 home and all comforts for what? Nothing Nothing
 middle part moderate breeze and hazy
 latter part a strong breeze from W.S.W
 at noon the water about 74° Lat $37^{\circ}00'N$
 Long $69^{\circ}30'W$

Monday 4th

Strong winds and squally took in all
 studd sails and Wm Id sails and Fly jib
 going a good jog N.W. & N. Moderate
 set Id sails No Royal & Topmast studd sail
 middle part light air and latter part
 calm. Saw 3 sail (water 77° midnigh) Lat $38^{\circ}15'$
 Long $76^{\circ}20'$

Tuesday 5th

Light air from the N heading to the N.W. saw
 several sail of vessel. 5 P.M. boarded H. Brig
 Caleb Curtis bound from Boston for Turks Stra
 middle part a good breeze from W.S.W steering
 N.W. & N. 6 A.M. the wind hauls to the N. tack
 heading up W.N.W. and sail in sight Lat $39^{\circ}37'$
 Long $70^{\circ}10'$

Wednesday 6th

Moderate breeze from N heading W and W.N.W
 at sunset about calm middle part light breeze
 from the W.N.W. heading N. at daylight cast the
 try works overboard and cleared the deck at
 10 calm. Saw several sail Lat $39^{\circ}57'$
 Long $70^{\circ}55'$

Ship Leonidas John N. Satch Master (June

Thursday June 7th 1849

Light breeze from NW. 5 P M bearded
bark Oromahair of Pligo. 3 days from
New York for Londonderry. at sunset heaving
up NW & N. middle part very light air
3 A M spoke the New York pilot ^{boat} David Mitchell
No 5. on a cruise latter part about calm

Lat 40° 16' N

Long 71° 00' W

Friday June 8th

Light air from SSW steering N. 4 P M
saw no more land bearing NNE ^{and} bent
the cables at dark about calm. through
the night light air from the SW. heaving
off Gay Head waiting for a pilot. at 3 P M
took one from the Ruttenbury boat and
squared away for Bedford. light air
and rising all the forenoon. at 1 P M
took a strong breeze from NNE. and
commenced beating up. rising blowy and
foggy at 9 P M came to anchor in 6 1/2 fms
Clarks point bearing N & W one mile distant
So ends

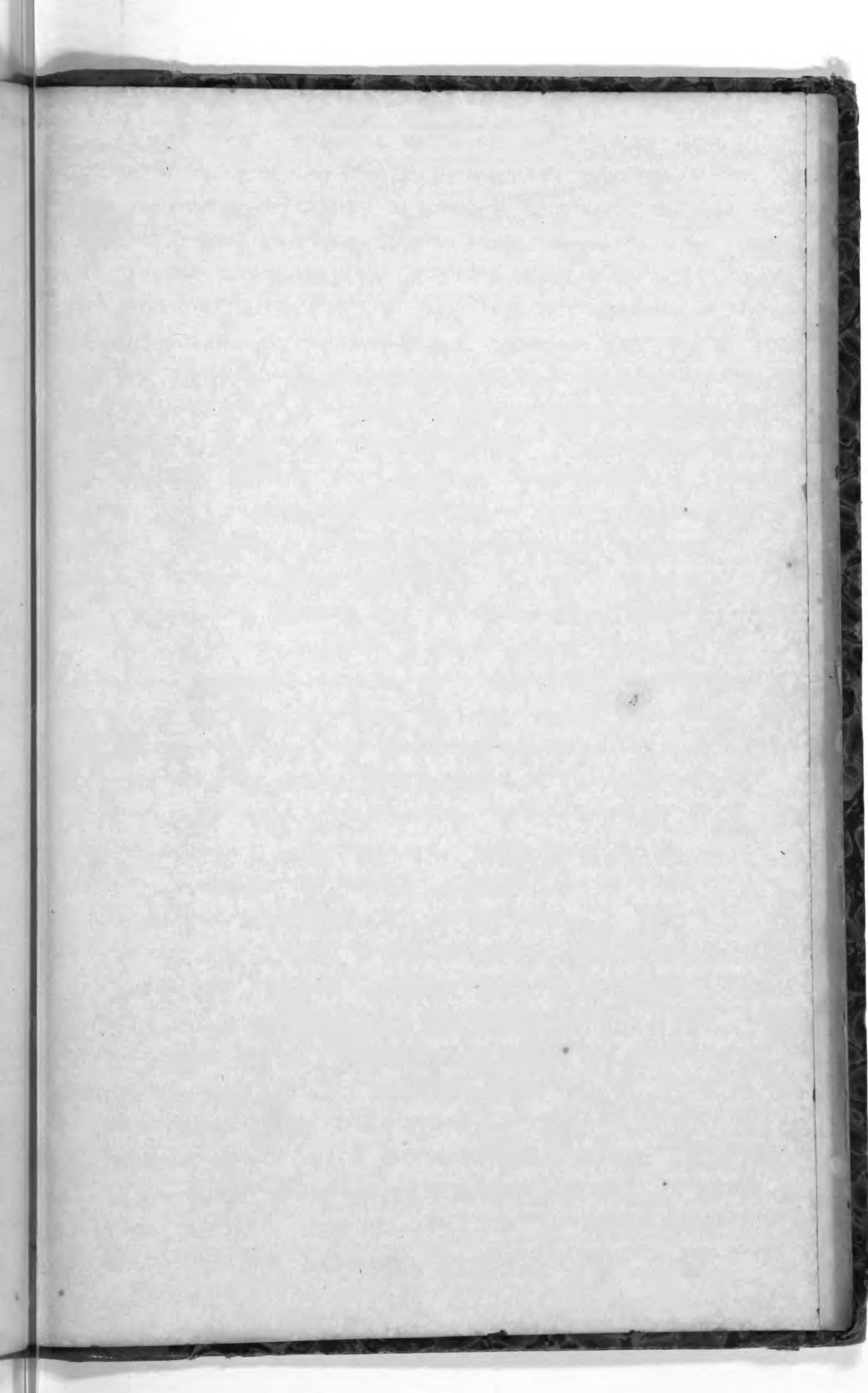
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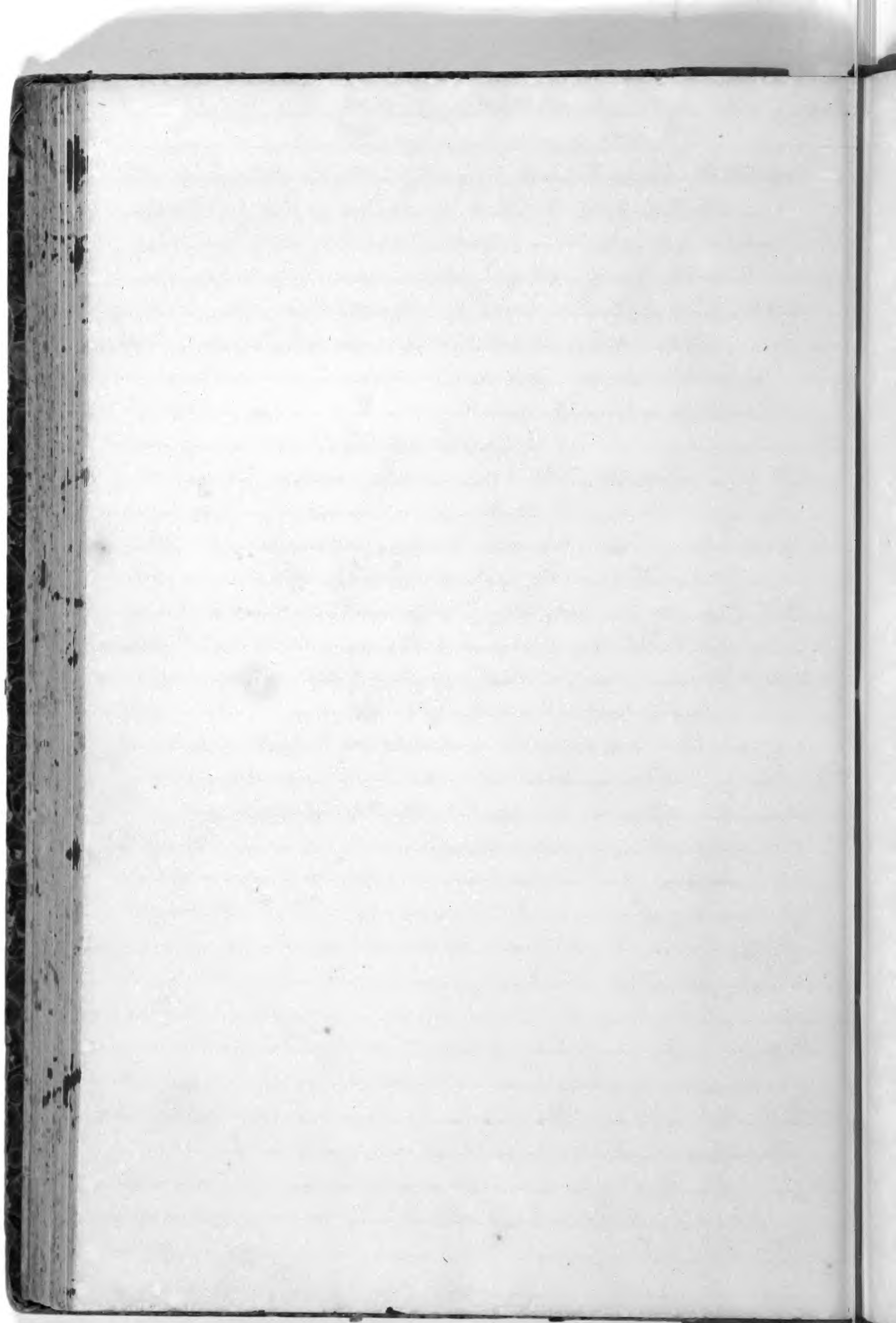
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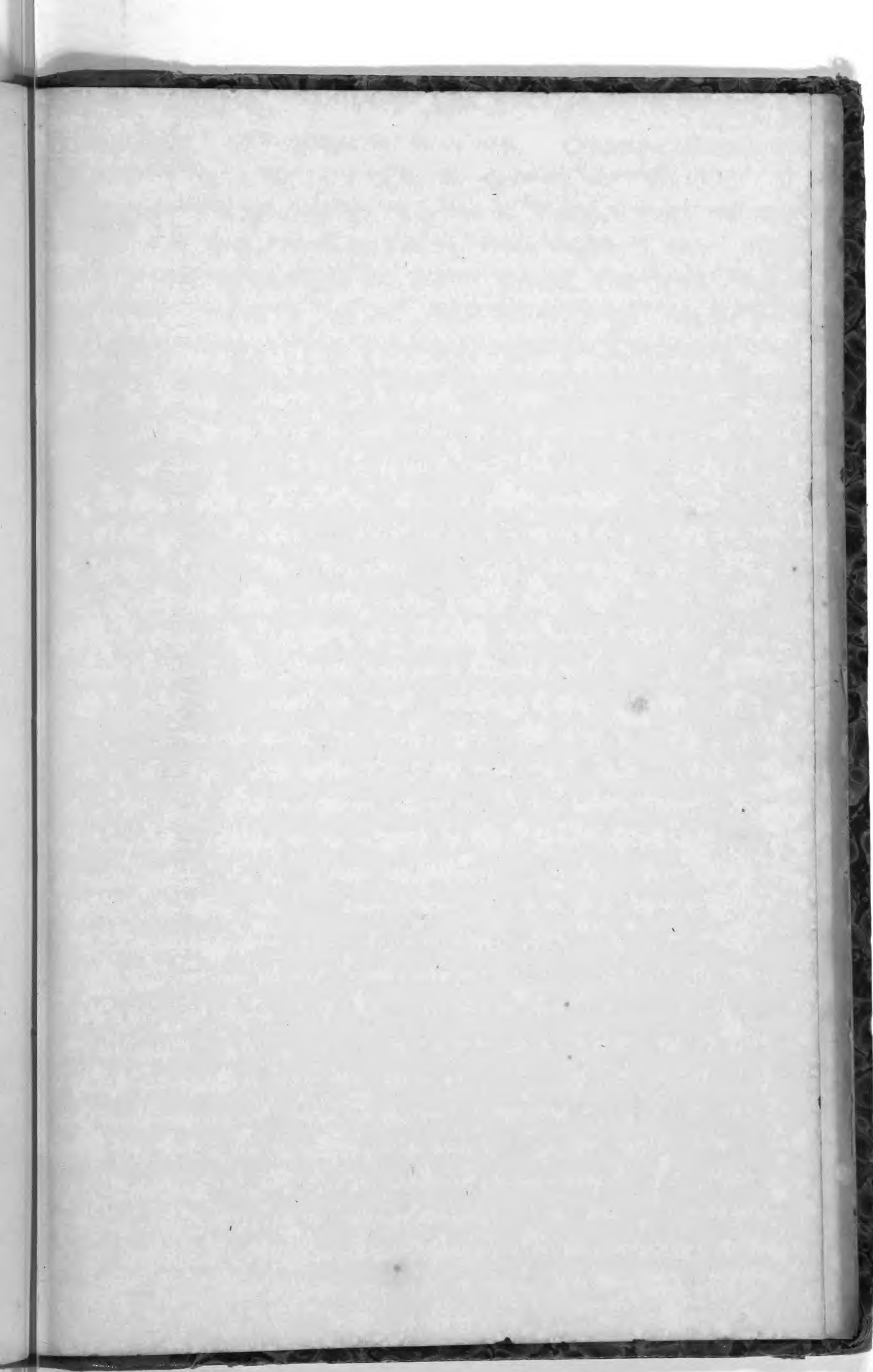
off Martha's Vineyard

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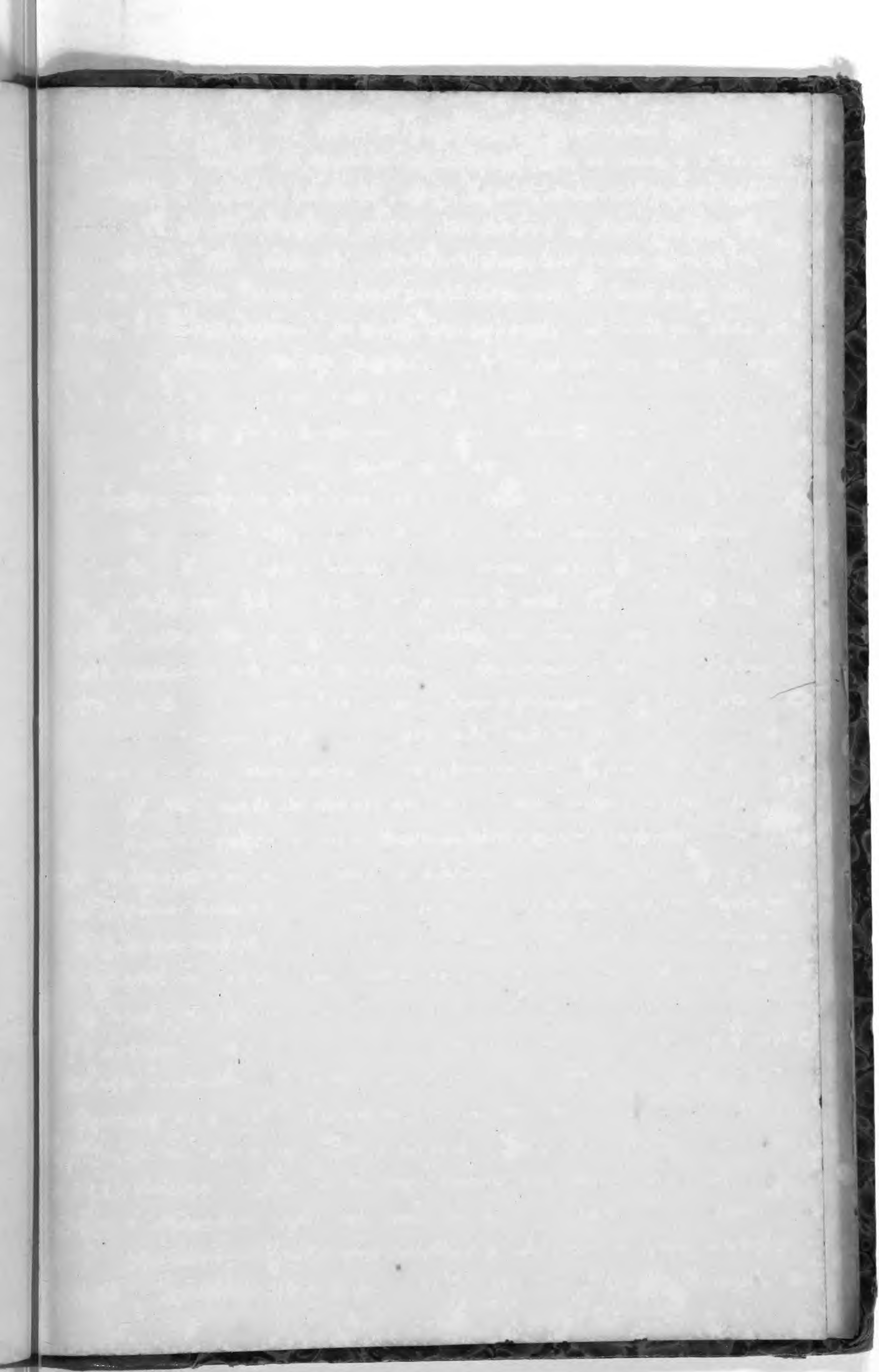
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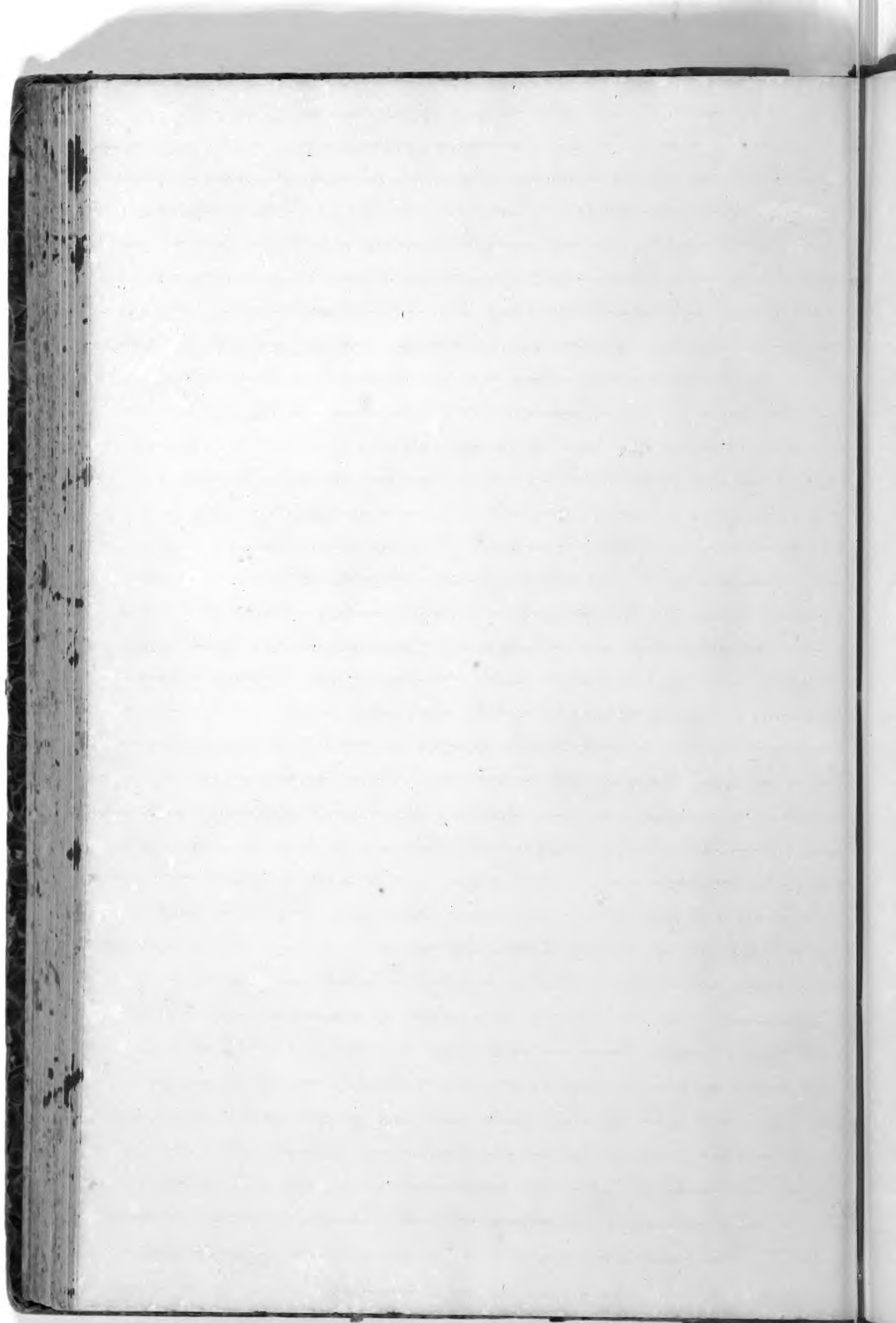


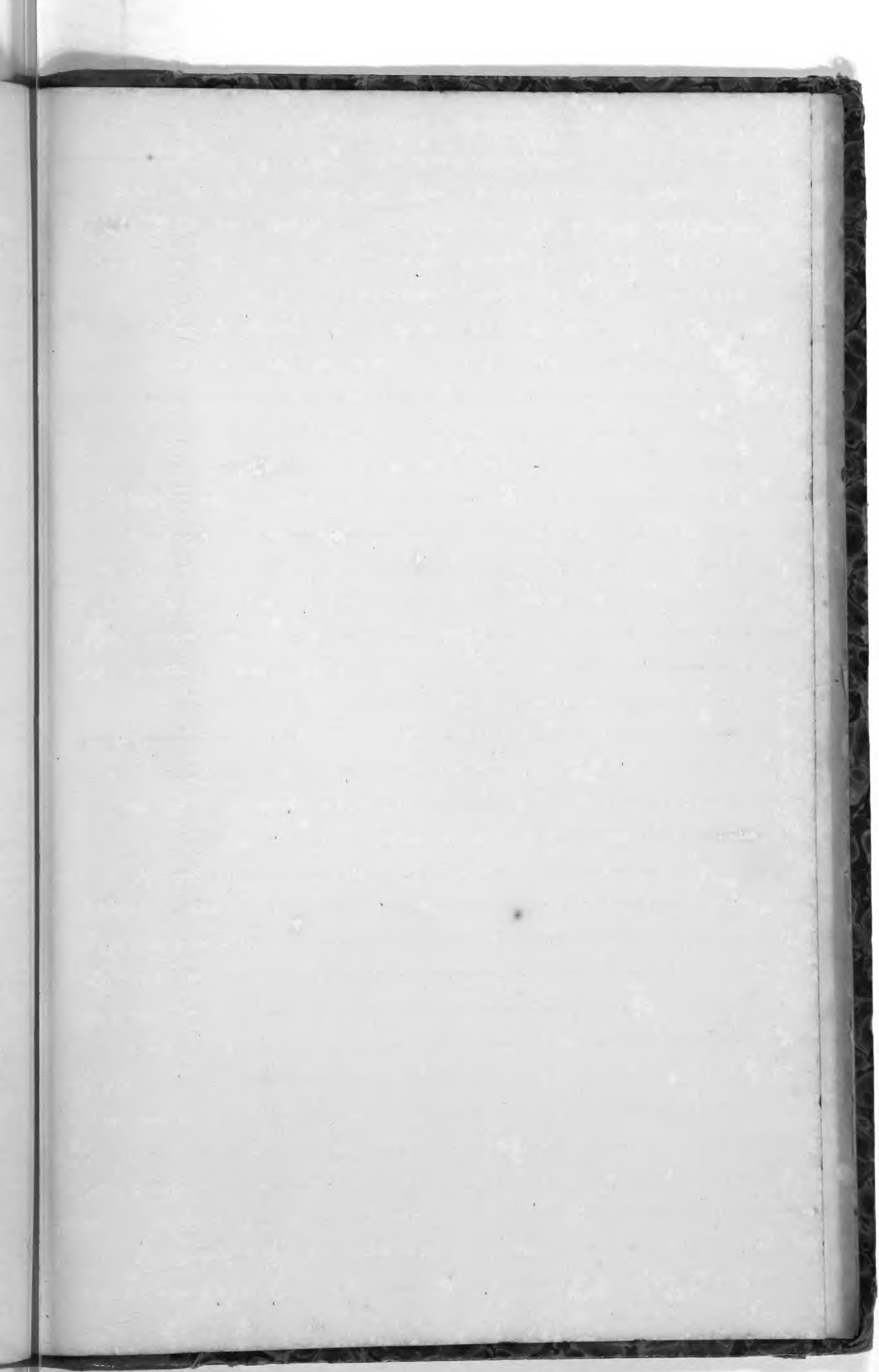


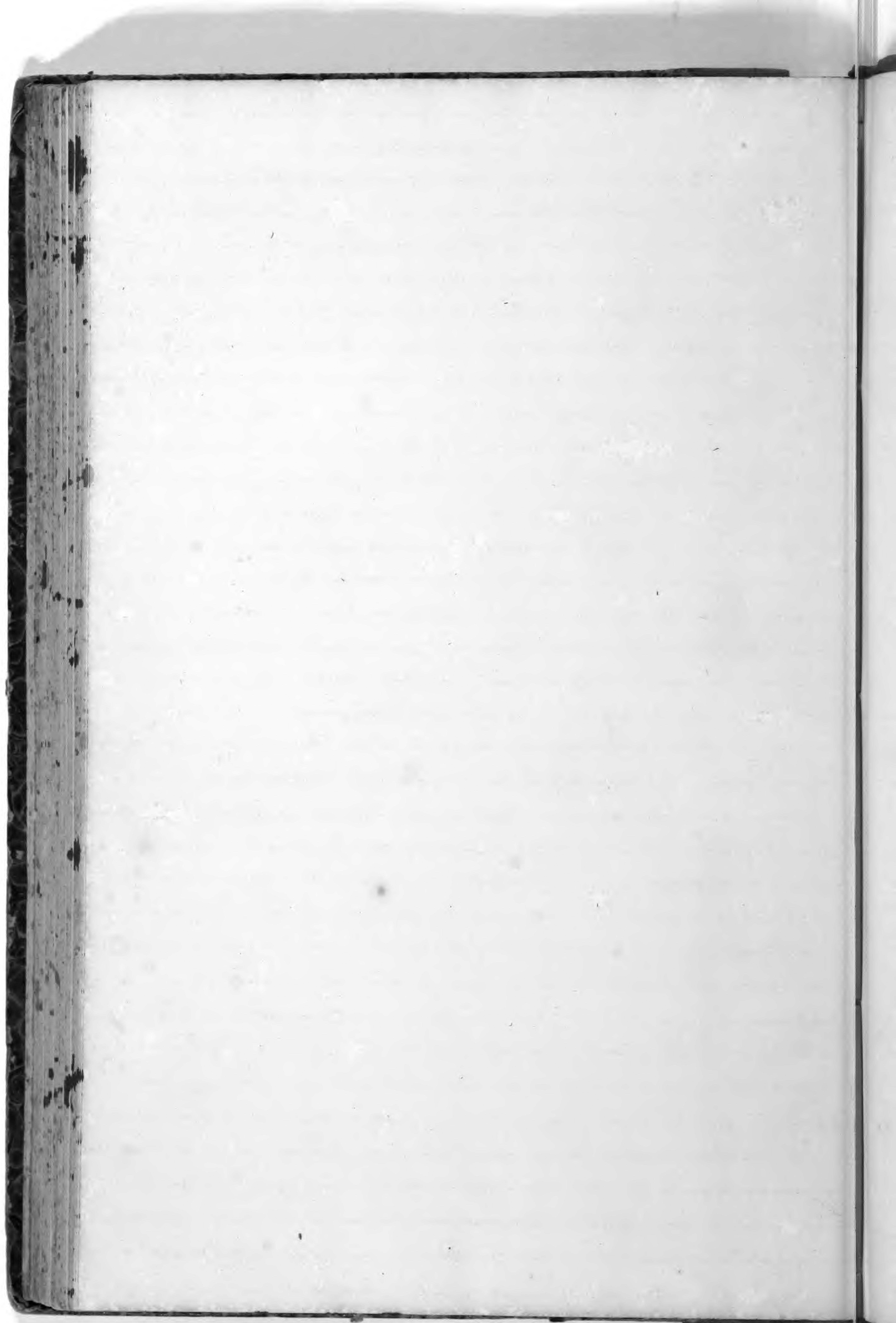


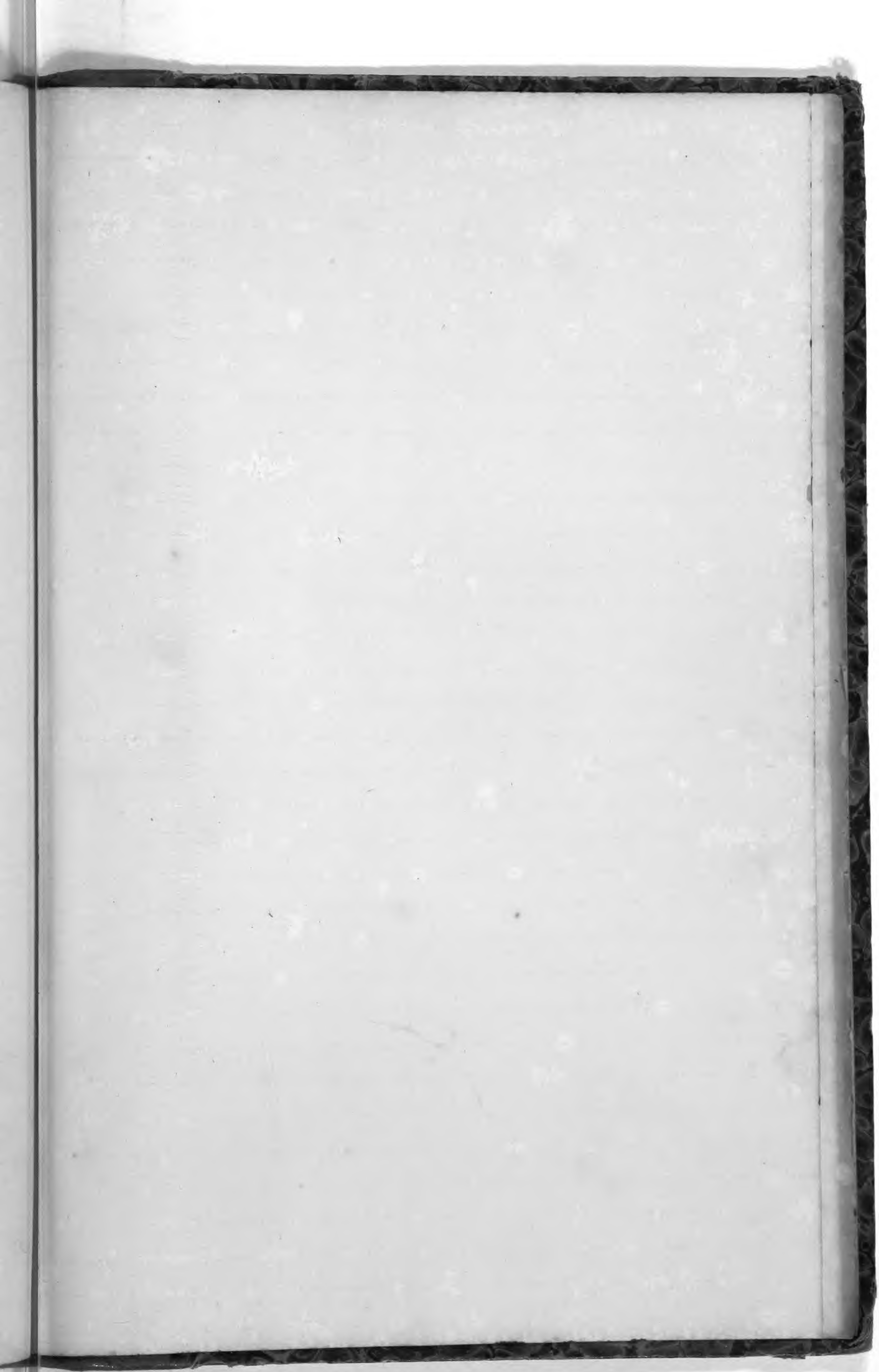
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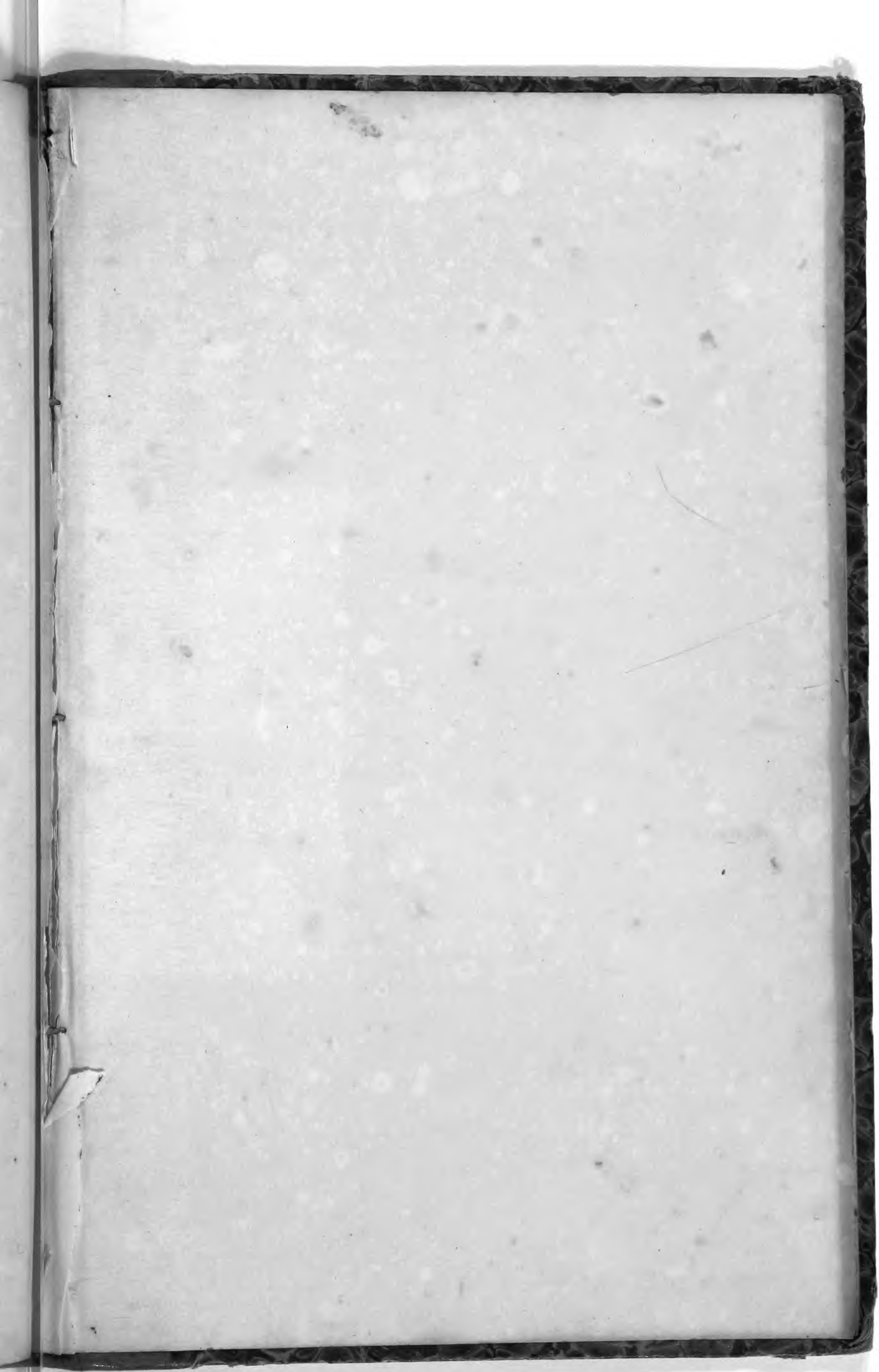


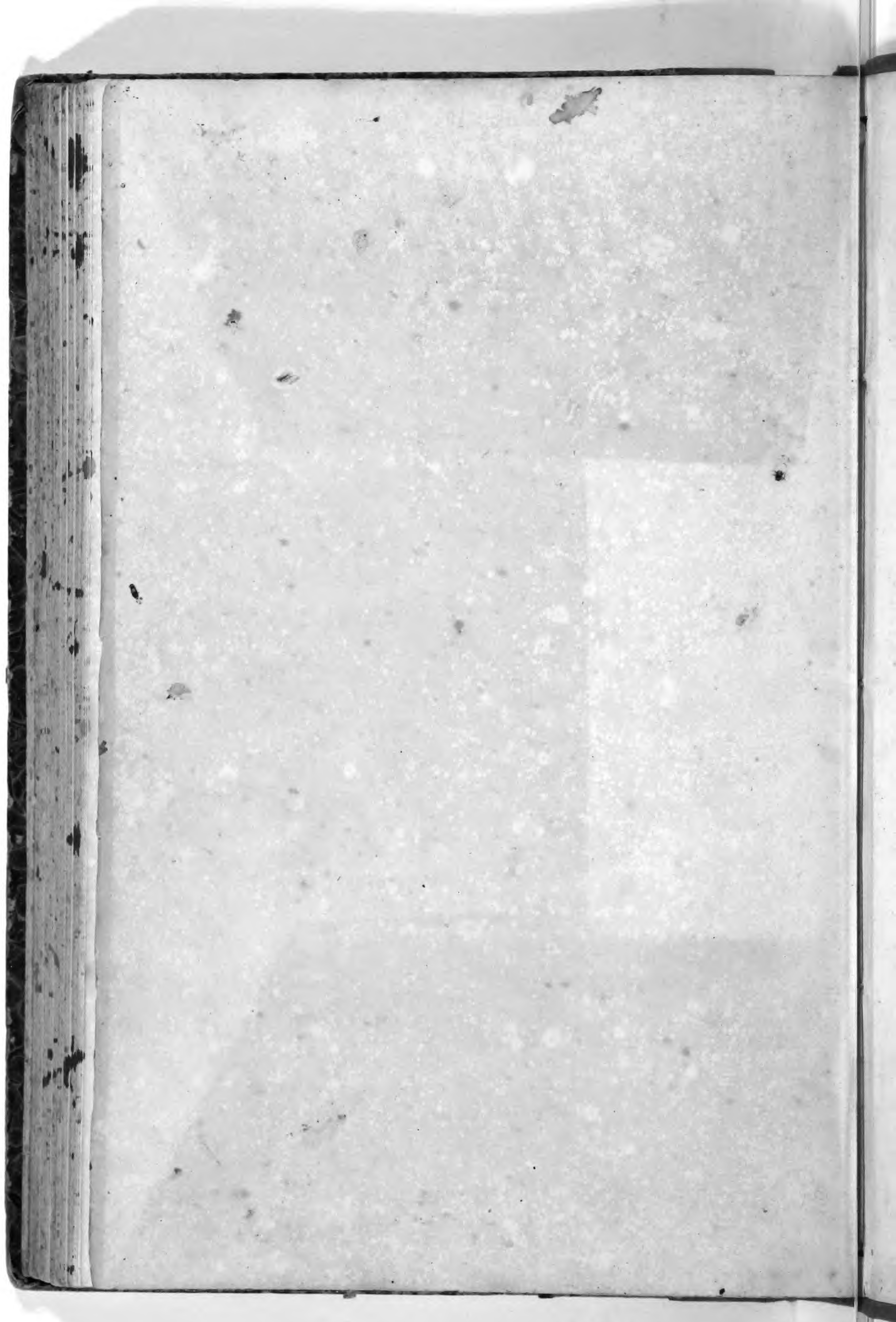












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